

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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AUGUST 1954





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Navpers-O

NUMBER 450

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● **FRONT COVER: OUT OF THE DEPTHS**—Frogman Paul E. Hager, an instructor with UDT TWO, climbs over the side of a landing craft after UDT exercises off the Virgin Islands.

● **AT LEFT: 'ANGEL OF THE FLEET'**—Helicopter is refueled on flight deck of USS *Oriskany* (CVA 34) by crewmen of Helicopter Squadron ONE, Unit 12. 'Copters have been nicknamed 'angels' because of their work in rescuing downed airmen.

● **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photo at top of page 3 by Wide World Photos, Inc. Photo on page facing 64 by J. A. Kos, SN, USN.

# Shipmates Go to the Rescue

**H**AVE YOU EVER THOUGHT about what you'd do if a disaster should strike your ship? Or if you were on liberty and an emergency arose which required your immediate help?

Besides their regular billets, Navy-men in ships and at shore activities throughout the world also know their emergency stations, such as general quarters and fire and rescue. They are drilled in these emergency tasks until the work could be performed blindfolded.

But another, and very important factor, is that from the day of entering the naval service, all training received is geared to prepare the sailor to think under pressure, to exercise his initiative, to respond to a crisis swiftly and intelligently.

Take the case of the recent explosion on board the carrier *uss Bennington* (CVA 20). The rescue work of the crewmen is best described by the Chief of Naval Operations.

Admiral Robert B. Carney, USN, noted that many of the ship's officers, warrant officers and senior petty officers were killed in the explosions.

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## In Emergencies or Disasters, Ashore or Afloat, Navymen Are Quick to the Rescue

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"Yet," the Admiral said, "deprived of that leadership, those youngsters got themselves organized and did a superb job of rescuing their shipmates. It was an excellent commentary on the discipline of the *Bennington* crew."

From the first explosion until the last injured man left the ship, the crew of the stricken carrier fought through deadly fumes, flames and passageways choked with red hot twisted steel to rescue their shipmates.

The action of the *Bennington* men is typical of the work of Navy-men faced with a crisis. Time after time when showdown has come in combat or when a serious disaster has struck, Navymen have demonstrated this built-in trait to think fast and effectively.

The disaster on *Bennington* wasn't the first time her crew was called upon to handle an emergency. In April 1953, while in Guantanamo Bay, Cuba, one of the carrier's boilers exploded, flooding the No. 1 fireroom with steam.

On that occasion, Lynus A. Babel, BT2, USN, attempted to enter the damaged room through the escape trunk. Unable to do this, because of the extreme heat, he immediately proceeded to the second deck and secured the remote control valves to stop the flow of escaping steam.

Stated Babel's citation for the Navy and Marine Corps Medal: "By his daring initiative and prompt actions Babel was directly responsible for preventing and reducing personnel casualties and for averting serious material damage to the *Bennington's* engineering plant."

Another prime example of Navy-men at work during an emergency came when the carrier *uss Leyte*, (CVA 32) suffered heavy explosions and fires in October of 1953. While the carrier was in the Boston Naval Shipyard, a series of explosions and

**TRAGEDY AVERTED**—'Fire eater' (right) removes ammo belts to prevent explosion as pilot leaps from burning plane.







NAVYMAN Richard K. Sowle, CSSN, USN, goes to rescue of woman trapped on icy, smoky roof of burning building.

terrific fire spread flames, intense heat and dense smoke throughout the forward section of the ship.

Gunner Joseph D. Ramsey, USN, officer-in-charge of the Fire and Rescue Party of the Boston Group, Atlantic Reserve Fleet, quickly moved into a critically dangerous area in an effort to rescue entrapped personnel. Despite the extreme heat, smoke and constant danger of additional flash fires and explosions, he aided in dragging or carrying five unconscious men to safety, four of whom were revived.

The explosion aboard *Leyte* killed a number of the repair officers but failed to halt rescue operations. Anthony F. Kania, BM1, USN, immediately assumed the responsibilities and duties of a repair officer and throughout the emergency directed fire and rescue operations in the most critically dangerous areas.

The second explosion knocked Kania to the deck, but he regained his feet and carried a severely burned shipmate to safety. Despite the constant danger, Kania re-entered the hazardous area and continued to direct his men until the fire was under control and there was no possibility of further casualties.

Such feats of heroism aren't limited to any specific persons or places. "Lady Disaster" knows no favorites.

Consider what happened on board USS YOG-32 last February when the ship was in Iceland.

The officer-in-charge of the ship accidentally fell over the brow of the ship into the frigid water between the ship and the pier. James F. Peterson, EM3, USN, and Joe Pierce, QM2, USN, immediately jumped into the water to save him.

Although in imminent danger of being crushed between the ship and the pilings, the two Navymen succeeded in keeping the victim afloat and towed him to an open spot from where he could be lifted back aboard the ship.

A ditched patrol plane in the Mediterranean provided the setting for another instance of Navy heroism. The pilot had been forced to set the landplane down in the water off the island of Crete. All escaped immediately after the plane hit the water except the radioman who was trapped and pinned in the crushed radio compartment.

Sizing up the situation, Ensign Cliff Behnken, USNR, worked his way back into the sinking craft, easing himself through the navigator's escape hatch. He crawled through gasoline-covered water in the half-submerged plane until he found the trapped man. Working rapidly in shoulder-deep water and in cramped

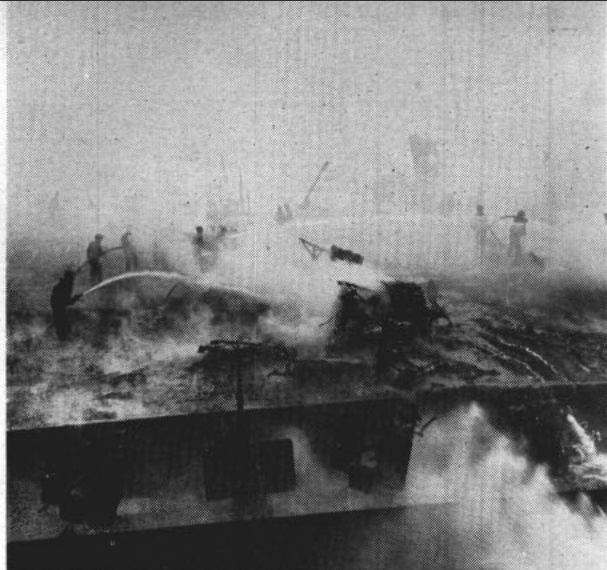
quarters, he succeeded in freeing the radioman barely moments before the plane went down.

As a Navyman you may be called upon to show your mettle at almost any time. Machinist's mate David F. Zimmerman of the cruiser USS *Newport News* (CA 148) met his challenge when an emergency drill aboard the ship developed into an actual emergency.

The cruiser was in the midst of an engineering casualty drill when the casualty power terminal box exploded. Smoke from the burning box quickly filled the small space and Zimmerman, a first class PO in charge of the after steering room, ordered his six-man crew to get out. When he counted noses outside, however, he found one man hadn't made it.

Donning an oxygen breathing apparatus, he re-entered the smoke-filled compartment, groped his way through the room, located the unconscious man and carried him to safety. Not content with that, Zimmerman then went back into the steering room and fought the blaze singlehandedly until the fire fighting party arrived to take over.

Sometimes even a rescue operation itself can turn into a near-disaster. This almost occurred when a jet aircraft crashed into a Navy



NAVY TRAINING pays off in emergencies. Heroic sailors battle gasoline-fired blaze on carrier damaged by enemy in World War II. Right: Regulars and Reservists pitched in to help during the disaster at Texas City, Texas.

truck at NAS San Diego. The truck had halted at a stand-by position adjacent to the duty runway during an expected emergency landing.

When the plane hit the deck, the right landing gear collapsed, causing the aircraft to veer off the runway into a direct line of collision with the truck. Charles A. Strader, SA, USN, a rescue man on the truck, leaped from the vehicle and moved to a safe position.

But then Strader noticed that a shipmate was standing directly in the path of the approaching plane. Without even time to shout a warning, Strader raced back to the startled man and shoved him to safety an instant before the airplane skidded by. Strader's quick thinking and prompt action were directly responsible for saving his shipmate from death or serious injury.

In another rescue operation, the

rescuer of two men had to be rescued himself. The incident happened on board USS *Ozbourne* (DD 846) in the Sea of Japan last January. During a gale, two men from a screening ship were washed over the side.

Bobby D. Parrack, SN, USN, voluntarily jumped into the rough and frigid seas, made his way to the almost helpless victims and proceeded to tow them to the side of *Ozbourne*. Although the tending line became entangled around Parrack's neck, and the swift rolls of the ship alternately pounded him against the side of the destroyer and carried him away, he was able to bring one of the men to a position where he could be lifted aboard the ship.

Weakened by his exhausting efforts and by being pounded against the ship Parrack himself was now in danger. Here's where his ship-

mate, Jack B. Evans, RM3, USN, also serving in *Ozbourne*, voluntarily jumped into the water to assist.

While battling heavy seas, Evans succeeded in disengaging the tending line around Parrack's neck, then towing him to a position where a line was secured around Parrack's chest and he was hauled aboard.

Evans then went to the aid of the other drowning man and after quite a battle against the elements, both men were safely hauled aboard the destroyer.

In another struggle against the sea, the quick thinking and fast action of Dale E. Randles, MMC, USN, saved the life of a drowning Navyman. Randles was at the naval recreation beach, Imperial Beach, San Diego, when he learned that a shipmate was floundering in the water some 250 yards offshore.

CPO Randles swam to the assist-

RESCUERS—D. F. Zimmerman, MM1, USN, is congratulated by skipper of USS *Newport News* (CA 148) for rescue work during shipboard fire. Right: David Herosy, BMSN, USN, receives commendation for saving six children from death.





ance of the stricken man and held him above water for about 20 minutes until additional help came to bring the man ashore.

This incident gives evidence of the fact, that even on liberty, Navymen are ready to help in any and all emergencies. The experience of David Herosy, BMSN, usn, of the New London, Conn., Submarine Base is another good example.

Herosy was on liberty in New London when a fire broke out in a tenement building. The big, strapping seaman was one of the first persons at the scene.

Learning that there were people trapped by the heat and roaring flames, Herosy urged the trapped persons to drop the children the two stories to the ground, where he would catch them.

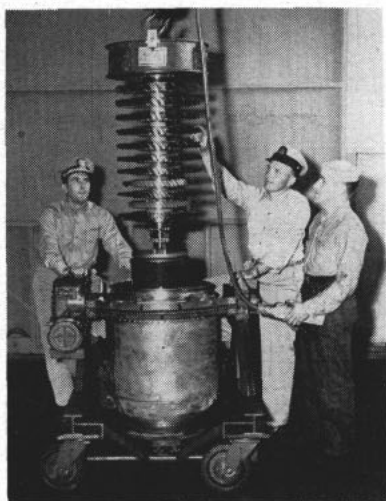
Four youngsters were dropped and Herosy succeeded in catching all without injury—either to the children or himself. After doing this, Herosy placed a ladder against an adjoining building and climbed to the roof to carry down two other children who had jumped there to escape the fire.

As another sample of quick thinking and heroic action, take the case of Richard K. Sowle, CSSN, usn, who is shown in the dramatic fire rescue picture on page 00. A fire was rapidly spreading in a three-story building in Newport, R. I. when Sowle, in an adjoining building, saw a hysterical woman on the roof preparing to jump to escape the smoke and fire. Knowing that the victim would probably be killed or seriously injured if she jumped, Sowle made his hazardous way from one building to the roof of the other, assured himself that it was safer to stay on the roof, and restrained the frantic woman from jumping until firemen arrived and could move a ladder into position.

What would you have done if you had been faced with any of the above emergencies? You'd probably have done the same thing. Exercising initiative and gaining control of an emergency situation quickly is part and parcel of Navy training and a Navyman's thinking.

These stories, and hundreds of other untold tales of heroism, serve as proof that the U. S. Navyman is ready—and able—in any emergency, be it at sea or ashore, at work or on liberty.

—Rudy C. Garcia, JO1, usn



JET REPAIRS—LTJG W. N. Perry, W. F. Norman, ADC, and D. G. Miller, AD1, check broken blade of jet rotor. Right: *Banshees* fly a night mission.



### On-the-Spot Repairs Tested for Jet Engines

An experiment was recently completed at NAS Jacksonville, Fla., that could mean a tremendous savings in money and increased availability of the Navy's jet aircraft.

The experiment was basically a test to see if delicate internal repairs to jet engines could be made on the spot instead of through shipping the engines to distant repair centers. Fleet Aircraft Service Squadron Six was selected as the outfit to repair the engine of the F2H *Banshee*. A dozen repair tools commonly used at a big jet engine overhaul and repair center were dispatched to NAS Jax.

In 17 days the first five rotor-assembly repair jobs had been completed and the engines were sent to a jet engine overhaul center for "penalty testing" — to check the quality of the work. Each of the five successfully passed the stiff requirements.

The time spent repairing each engine in the test averaged 178 man-hours. This time was whittled down to 120 man-hours after the repair crews became familiar with the new work. Also, the men were making jet engines available in 10 days instead of the six-to-nine-month period under the old system.

A total of 300 man-hours was usually spent on each engine under the old system. The old system involved the stripping, packing and shipping of the damaged engines to distant repair centers. After

being repaired, the shipping process was repeated as the engines were returned to their station.

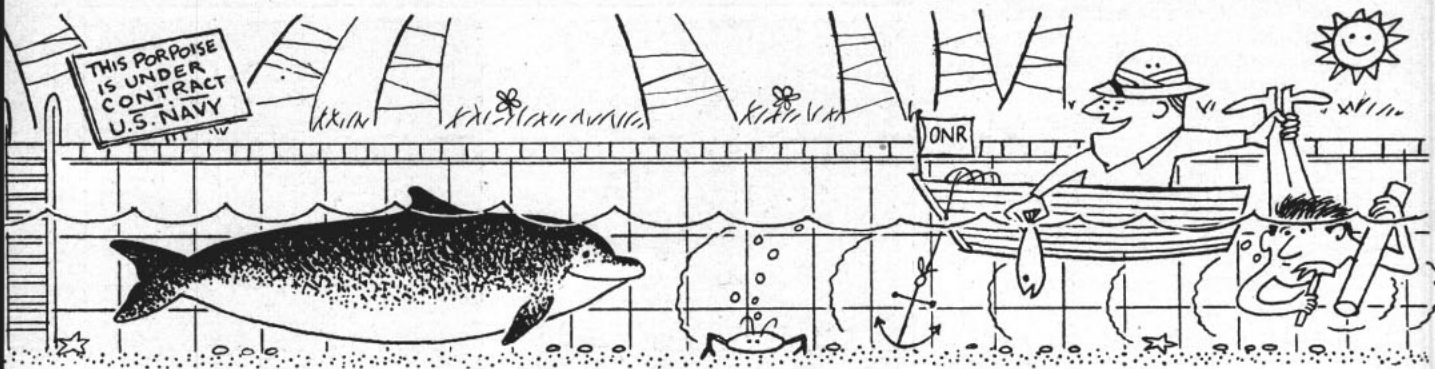
The reason why the engines had previously been sent to repair centers was that certain parts of the jet engine are so delicate that it was considered impossible to repair one at the point of breakdown. Lieutenant H. M. Marquardt, originator of the experiment, found that the front half of a jet engine, called the "cold section," was the key to the problem.

In the "cold section," air is jammed into the combustion chamber by a high speed rotor. This rotor is three-and-one-half feet long and is studded with 1088 fins that act like electric fan blades in forcing oxygen-rich air through the burners.

The tremendous speed at which the fins whirl make them susceptible to damage from any foreign matter entering the air scoops. Here was the source of the repair problems. Repairmen shied away from the rotor and its delicate fins. Moreover, special tools required for this work were not stocked.

When FASRon Six completed the experiment, figures revealed that the repair job on each jet engine cost only \$200 whereas it formerly cost \$625 per engine.

With the information obtained from the experiment, BuAer is now drawing up plans to adapt FASRon Six's methods for other FASRons servicing *Banshees*.



## Tale of the Porpoise That Won a Navy Contract

**A**S PORPOISES GO, this one was more or less average. It was shy, gentle, curious and intelligent. It was also female, and like most females a bit unpredictable. It weighed 330 pounds and was slightly more than eight feet in length.

But in another way, this *Tursiops truncatus* (that's Latin for the bottle-nosed dolphin, commonly called porpoise) was anything but average. This particular finny mammal was "under contract" to the Navy.

The "contract" specified that the playful porpoise or dashing dolphin should swim back and forth for a period of days in a "pen" some 60 yards long by 20 yards wide. It was observed by two people in a small boat who sent different signals to it through the water.

The idea, the porpoise soon learned, was to wait for the signal, then gor for the prize, a fish.

Although from a fish's-eye view, this procedure might seem a little strange, to the pair in the boat—both of them scientists under contract to the Office of Naval Research—it was all in dead earnest.

The porpoise experiment, carried out at Marineland, Fla., not far down the coast from St. Petersburg, is but one of a whole series of tests being undertaken in order to add to ONR's "file" of information, a file which ranges from studies made of the ocean's depths to the

far reaches of the stratosphere and to the habits of a wide variety of living creatures.

Experiments conducted on animals, insects, birds and fish sometimes provide answers to highly practical problems of naval operations, in addition to providing information of benefit in general science, medicine and even commerce. For example:

- Information now being accumulated is expected to help produce an antidote for the voracious "Shipworm," the underwater glutton who, with his brothers, can nibble away an entire pier section in a summer.

- A study of the unique nervous system of the squid is expected to yield important information on the nervous system.

- Thanks to recordings made of all sorts of underwater sounds, ONR now has a pretty good "library" of noises that disturb sonar operators.

You never can tell, ONR says, when some seemingly unrelated fact unearthed in the course of pure research will provide the missing link in some chain of thought.

As a matter of fact, man has found that some of the most complicated results he has achieved through his mechanical and electronic genius have actually been in smooth, efficient, natural operation among the animals since the dawn of history. Radar, for ex-

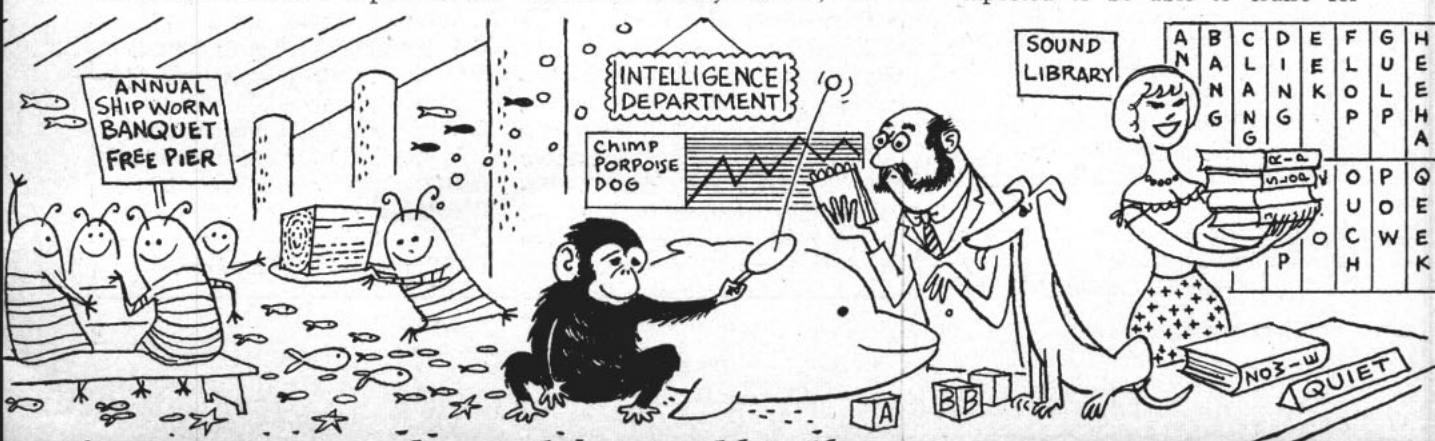
ample, was developed by man after a long trial-and-error process before man learned about the bat's wondrously efficient system so like the fundamentals of radar. Had man known about this, radar might have been perfected sooner.

Here are a couple of questions picked at random for which marine biologists are seeking future answers. Uncover the answer to any one of them and you might open up a whole new approach to some vexing practical problem.

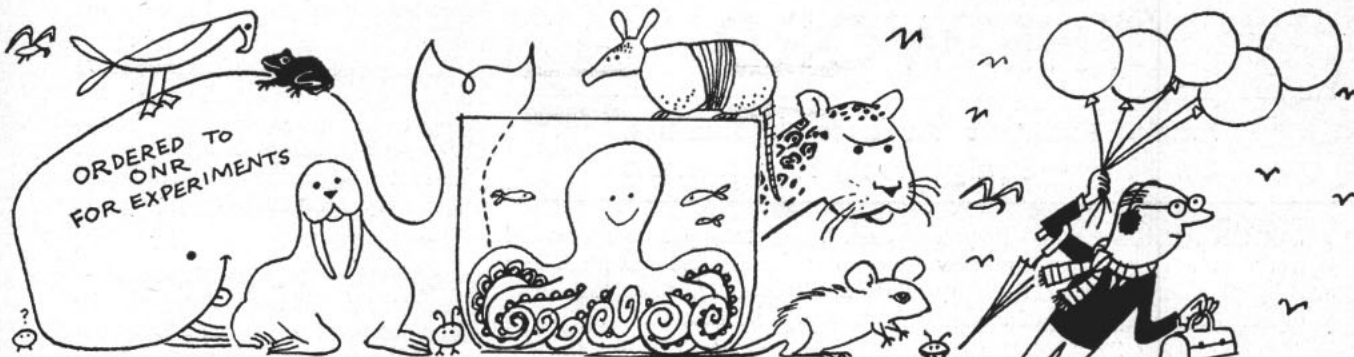
- How are fish able to travel for long periods of time at extremely high speeds with a comparatively low output of energy? Find the answer and the Navy could probably reduce the drag of its underwater missiles and use smaller power plants to propel them.

- Do fish communicate with each other underwater? If so, how? Come up with an answer to this one and you might singlehandedly revolutionize undersea communications.

- How do fish travel thousands of miles without benefit of celestial or any other kind of navigational aids as we know them, and still arrive just where they want to go (like the salmon returning to his birthplace?) Discover the clue and you could make things a lot easier for the navigator of the new submarine *Nautilus* which is expected to be able to cruise for







long periods completely submerged.

All this the two ONR scientists had in the backs of their minds as they stood in the stern of their little boat feeding fish to their porpoise. The purpose of this particular experiment was a strictly limited one—to find out just how fast a porpoise of this type can learn to respond to a signal. But it could prove just the piece needed to complete someone's technological jigsaw puzzle.

The two had caught their "bottle-nose" porpoise in the open ocean and transferred it to the pen where they were now working with it.

The boat was rowed into the enclosure and the scientists began their efforts to contact the porpoise by different techniques. First they threw out fish which landed on the water with a resounding smack. Early attempts to gain the porpoise's confidence were unsuccessful.

By the third day, however, the scientists began making headway. Now the porpoise would approach to within about 20 feet of the boat, grab the prize as it hit the water.

On the fifth day they started a new method of contact or stimulus. They banged a pipe underwater to indicate feeding time. It wasn't long before they found the fish (actually it's a mammal) would now accept the fact that the banging meant chow.

By the seventh day, the fish was eating from the feeder's hand. It had developed a unique method of

swimming up, rolling over on one side as it neared the boat and moving its head to the boat's side at the last instant to get the fish.

For the final day, the experimenters took the porpoise one step further. They substituted a 15 kc. note, sounded underwater, for the clanging of the pipe. The fish again quickly shifted to the new stimulus.

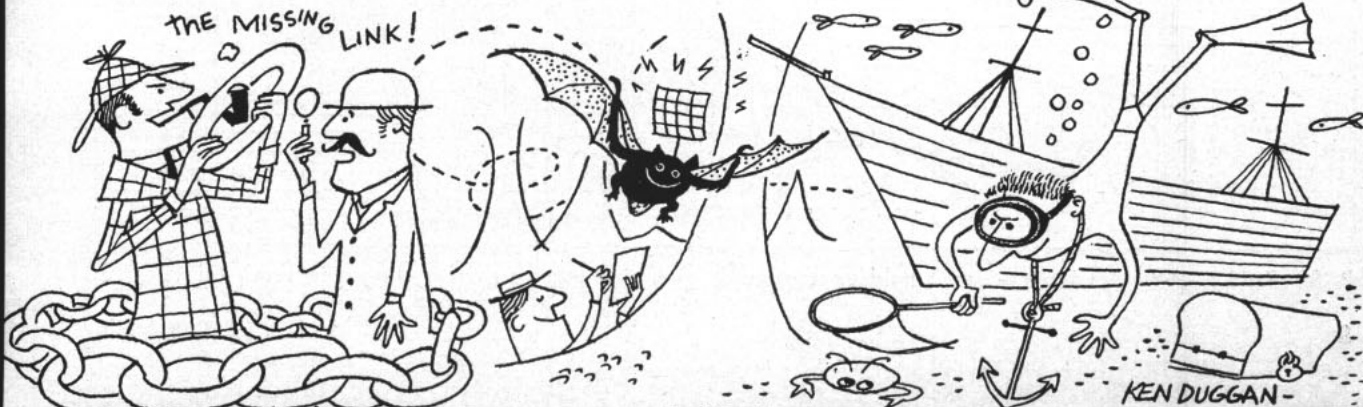
Gathering together what they had learned about their friend the two scientists filed a report in the ONR marine biology file.

This file steadily increases in volume and value. It may help you or the Navy to save your life some day.

Among other conclusions gained from the tests, the scientists determined that bottle-noses of this type learn rapidly and have an I.Q. somewhere between that of the most intelligent known mammal, the chimpanzee, and the dog.

Although reluctant to generalize, the experts say that if they were to measure other kinds of porpoises and small whales these would probably show a similar high I. Q.

This particular experiment may prove to have no direct relation to any new operational technique or novel piece of ordnance. On the other hand, perhaps it will. Either way, it's background knowledge of this sort that gives ONR experts the broad foundation on which to base future experiments which may produce the very weapons that will change the face of the Navy of the future.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **TAX ON ANNUITIES?** — If you sign up as a member of the new annuity plan for survivors, don't try to deduct the money you put toward this protection for your family from your income tax. It won't work.

This is the word from BuSanda, which knows about these things. Such an amount, the Bureau states, is simply being allotted by you to purchase an annuity and as such is just a *personal expense* like buying groceries or a new car.

In other words, your taxation situation changes not a bit when you elect to take a reduction in your retired pay and put the money toward the annuity.

However, the taxation situation for your survivors would be another thing. The Internal Revenue Service has ruled that such survivors need only declare *three per cent* of the total cost of the annuity as "gross income" on their tax form each year and the balance of the annuity each year is excluded from gross income until these exclusions add up to the entire cost of the annuity.

For example, if a retired member had deducted from his retired pay the sum of \$2000, the cost to the surviving beneficiary would be considered as \$2000. Now say the dependent is entitled to \$50 a month, or \$600 a year, under the three-per cent rule, she would declare three per cent of \$2000, the total cost of the annuity, which would amount to \$60, as taxable gross income for that year. The remainder of \$540 would be tax-free the first, second and third

years. The fourth year \$220 would be reported and \$380 excluded. The fifth and subsequent years the entire \$600 would be taxable.

To prepare your beneficiary for the time when she might have to consider this in making out her income tax statement, you might jot a note to this effect on your policy.

• **WO APPOINTMENTS**—Appointment letters authorizing temporary promotion or assignment to a higher pay grade have been received by warrant and commissioned warrant officers of the Regular Navy and the Naval Reserve.

The selection board, which met last June, selected 1472 officers in the following categories for advancement in the following pay grades: 447 Regular Navy commissioned warrant officers serving in the temporary grade of ensign or above, recommended for assignment to pay grade W-4; 55 Regular Navy and Naval Reserve commissioned warrant officers on active duty, to pay grade W-4; 127 Regular Navy and Naval Reserve warrant officers on active duty, to pay grade W-3.

Three Regular Navy commissioned warrant officers serving in the temporary grade of ensign or above, recommended for assignment to pay grade W-3; 657 Warrant Officers of the Regular Navy, recommended for temporary promotion to commissioned warrant officer, pay grade W-2; 18 Inactive Naval Reserve commissioned warrant officers, recom-

mended for assignment to pay grade W-4.

Eighty-two inactive Naval Reserve commissioned warrant officers, recommended for assignment to pay grade W-3; 83 Inactive Naval Reserve warrant officers, recommended for temporary promotion to pay grade W-2.

• **REVIEW BOARD RESULTS** — Transfer to inactive duty of 860 extended service Reserve officers has been announced following completion of the work of the Reserve Officer Review Board.

The board headed by Rear Admiral C. L. LaBarge, U. S. Naval Reserve, and composed of 31 senior reserve and regular officers, made recommendations to the Chief of Naval Personnel as to the priority for retention of all reserve officers serving beyond periods of obligated service. This process was done under criteria which sought to protect individual interests, the Navy's need for experience in certain specialized fields, and the grade needs of the Navy to man effectively its fighting Fleet.

Seven captains, 133 commanders, 628 lieutenant commanders and 92 lieutenants have been notified of their release.

In addition it has been announced that 3230 contracts will be offered to reserve officers this month. These contracts will be granted nearly half of the officers who applied under the provisions of the Armed Forces Reserve Act of 1952.

To be offered contracts are 45 captains, 295 commanders, 672 lieutenant commanders, 1367 lieutenants and 851 lieutenants junior grade and ensigns.

Recommendations have also been made relative to selection of appli-



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cants to perform duties in connection with the Training and Administration of the Naval Reserve (TAR Program). From the some 3650 applications the Navy selected 1151 officers for the TAR Program. Selected were 27 captains, 135 commanders, 351 lieutenant commanders, 573 lieutenants, 36 lieutenants junior grade, 3 ensigns and 26 WOs.

• **IWO JIMA BOOK AVAILABLE** — A new book in the Marine Corps historical monograph series is now available.

Titled *Iwo Jima, Amphibious Epic*, the new book is primarily an operational narrative covering in considerable detail the activities of the V Amphibious Corps' Third, Fourth and Fifth Marine Divisions in their bitter struggle to wrest Iwo Jima from the Japanese.

In addition the new book gives proper emphasis to the naval and Army units that participated in the campaign.

One part of the book that will be of considerable interest to Navy readers is a description of the Japanese preparation for the battle they knew was inevitable.

Liberally illustrated with photographs, the new book also contains an index, maps and statistical appendices.

The monograph is available gratuitously to Purple Heart winners of the campaign. They may obtain it by writing to the Commandant of the Marine Corps, Code AO3D, Headquarters Marine Corps, Washington 25, D. C. Navymen and Marines may purchase the book for \$4.75 from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Send the money and the catalog number D212.2:IW with your order.

• **RESERVE RETIREMENT** — Naval Reserve personnel going back to inactive duty are encouraged to take their experience gained on active duty and put it to good use in the Naval Reserve program.

There are numerous billets, both pay and non-pay, (available in the same designator as the one you have held while on active duty) in the customary line units or in the more specialized units devoted to a single subject like civil engineering, electronics, or research, for example.

By taking an active part in a unit

like this, Reservists build up promotion points and points toward eventual retirement *with pay*.

The Navy realizes, however, that a certain number of officers and enlisted men returning to civilian life will have their time taken up in other ways and therefore will not be able to play an active role in the Reserve organization.

For persons in this category, another option is open—retirement from the Naval Reserve *without pay*.

If you have reached the age of 37, have completed at least *eight* years of total service (including six months active duty during any war or national emergency, i.e. the Korean war) you are eligible to put in for retirement without pay.

If you wish to do so, submit a written request, in official format, to the Chief of Naval Personnel (Attn: Pers B52).

Such requests are now being accepted and will put you in a retired status in which you can no longer take an active part in the Naval Reserve program (attend drills, go on summer cruises, etc), earn any retirement points, nor qualify for promotion—but you will retain certain limited privileges such as the authority to wear your uniform at military functions and permission to use your military title in connection with a business enterprise.

• **RECRUITING DUTY** — The Bureau of Naval Personnel is seeking requests for recruiting duty from eligible personnel in order to build up the present waiting list. Requests are particularly desired from yeomen and personnel men in pay grades E-6 and E-7.

Requests for assignment to this type duty are desired from personnel eligible for shore duty to meet the qualifications as outlined in Article C-5208, *BuPers Manual*.

Requests should be submitted to the Chief of Naval Personnel (Attn: Pers-B61), via the commanding officer and in accordance with BuPers Inst. 1306-20A and BuPers Inst. 1336-1A.

Prior to transfer, personnel ordered to recruiting duty will be required to execute an agreement to extend or reenlist if they do not have obligated service equivalent to their normal tour of shore duty.

Personnel should include on their requests three choices of duty, indicating the city and state preferred.

## QUIZ AWEIGH

Take "five" and see if you can score at least five on the questions below. If you can't, you'll find the answers on p. 53.



1. Above is the personal flag of the (a) Secretary of Defense (b) Chief of Naval Operations (c) Chairman of the Joint Chiefs of Staff.

2. If you answered the first question correctly, you'll know that the flag belongs to (a) Admiral Arthur W. Radford, USN, (b) Admiral Robert B. Carney, USN, (c) Secretary of Defense Charles E. Wilson.



3. The above rating badge is for (a) Personnel Man (b) Yeoman (c) Journalist.

4. A relatively new rating, it was established in (a) 1945 (b) 1948 (c) 1952.



5. The aircraft pictured is the carrier-based (a) F2H Banshee (b) AJ-1 Savage (c) F3D Skynight.

6. Having a gross weight of 55,000 pounds, this aircraft is (a) the heaviest aircraft to land on a carrier (b) the heaviest aircraft in the naval air arm (c) the heaviest aircraft to take off from a carrier.



RECOGNIZE THIS SCENE? — Sailors crowd the 'draft reporting' area at the Naval Receiving Station, Norfolk, Va.

## RecSta—World's Busiest Travel Chain

**T**HERE COMES A TIME in the life of every sailor when he has the sometimes doubtful pleasure of going through a receiving station.

When was the last time you went through a "RecSta?" You may be pleasantly surprised at the many changes and improvements.

RecStas are definitely a Navy institution. They have been this for many years, having developed out of an older institution known as the "receiving ship." But in the old days of a much smaller Navy,

travel-worn frigates moored in the Brooklyn and Norfolk navy yards and anchored in San Francisco Bay could handle all the sailors that were likely to be in transit.

In the many-times-larger Navy of today, however, even the largest ship couldn't begin to handle the personnel on the move to and from their ships and stations. Consider, for instance, the turn-over at the Norfolk (Va.) Naval Receiving Station. The statistics are much the same on the Pacific Coast, at San

Diego, Seattle, and other receiving stations.

Yearly, this RecSta berths, feeds and processes more than 100,000 Navymen, helping them on their way to and from ships and shore units. That's enough manpower to man 150 submarines plus 100 destroyers plus 10 cruisers plus 10 *Midway*-class carriers and four battleships.

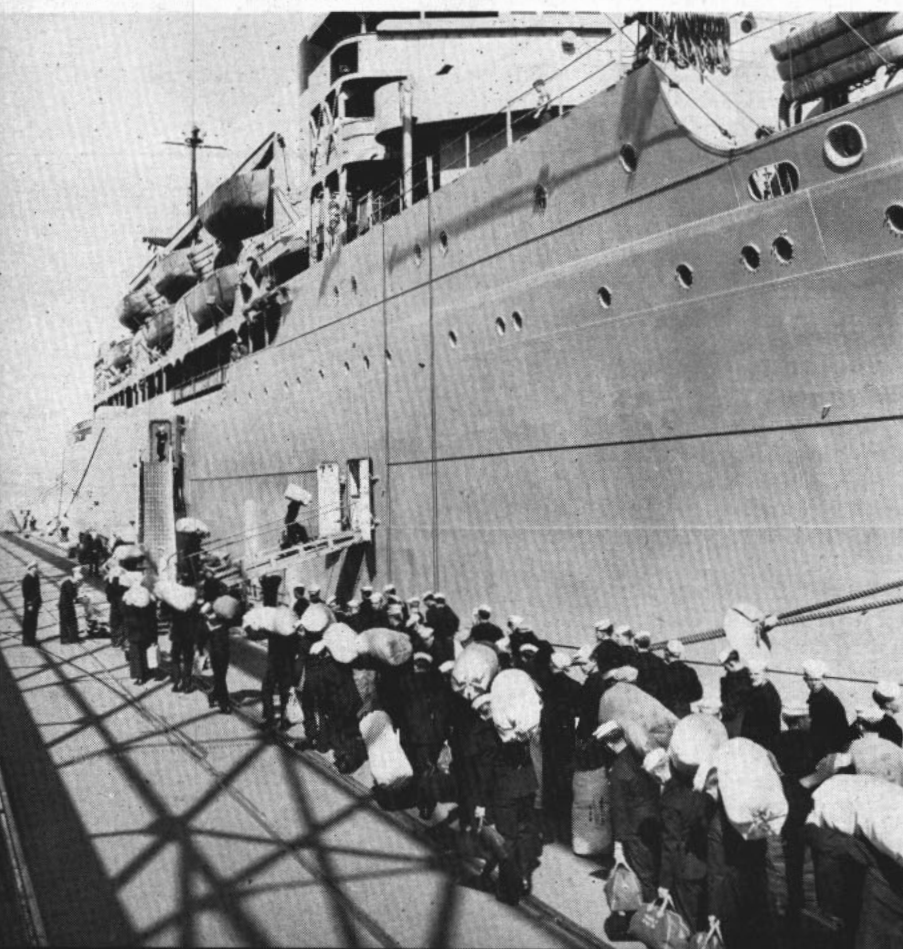
"Transients" is the big word at RecStas. The Navy is a world-wide business made up of members who are forever on the go. As a result, RecStas are located in strategic spots in the States and overseas to expedite the process of getting naval personnel to and from their jobs. Look at a map of the U.S. Wherever you pick a "Navytown," you're likely to pick a Rec-Sta.

Going clockwise around the U. S. from New England, you'll find them at Boston, Brooklyn, Philadelphia, Washington, Norfolk, Charleston, San Diego, Long Beach, San Francisco and Seattle. The big overseas RecSta is at Pearl Harbor, T. H.

Checking over this list, a much-traveled Navy reader might say we've left out some places. What about Newport, R. I.; Little Creek, Va.; Green Cove Springs, Fla.; Orange, Texas; Bremerton, Wash.; Guam; Rodman, C. Z.; Yokosuka, Japan; and a couple other locations?

Though transients are processed at these locations, they are not "Naval Receiving Stations," as such. Usually the transients at these places are handled by the local naval base or naval station. Here, they berth in the same barracks as the permanent base or station personnel—or in an adjoining or nearby barracks. At the Amphibious

FROM RECEIVING STATION TO SHIP—Weighted down with full seabags, a group of sailors board Navy transport vessel which will take them overseas.





Base at Little Creek, for example, they put up at a separate "transient detail barracks."

For a look at what you might expect at a RecSta, let's focus on the one at Norfolk. We'll stand at the local "Times Square" there—the corner of Bacon and Gilbert.

Coming toward us is a cruiser-bound BM3. His ship had put out to sea unexpectedly while he was on leave. It's due in port next week and the RecSta is his hotel until it returns.

Here is an ENFN who recently completed the Class A Engineman School at Great Lakes, Ill. Now assigned to the Naval Station at Rodman, C. Z., he is awaiting south-bound transportation.

Following him is a GM2 who, until recently, had served in a Boston-based radar picket destroyer. Reassigned to another DDR, he is waiting for it to come into Norfolk this weekend.

From the other direction comes a fine-looking group of Amphibious Force sailors. They recently helped decommission an attack transport at Charleston, S. C. Now they are guests of the RecSta, awaiting their assignment to another ship of the fleet. Close upon their heels comes a large group of excited sailors. These are "separatees" from various ships and stations in the Norfolk area. Going through the separation process, they too live at the RecSta during the period of processing.

The above-mentioned men and groups are only a sampling. As you can see, the categories of those going through RecStas form a long and varied muster.

Usually the first place a transient reports to at a RecSta is the In-

coming Office, or its counterpart. He may have arrived there by any one of several ways. He may have traveled by his own auto or by commercial transportation, such as taxi, trolley or city bus. Or he may have come in by government transportation.

When—as in most cases—transportation is furnished a group of men by the government, a Navy bus meets them downtown at the bus station, railroad depot, ferry landing, or airport. In the case of a large draft of men coming in, advance notice of the draft is received by the Transportation Office of the Naval Station (if some incoming PO is on the ball), stating the time and place of arrival and number of men in the draft. "Transportation" then dispatches a bus to meet the draft and bring it to the Incoming Office.

At this office the orders and records of the men are opened and endorsed, showing time of arrival.

Now the wheels grind. If a man's ship is in port, he is sent on to the ship without further ado. Usually, however, it's out of port and he remains as the RecSta's guest for a while.

In this event, he is issued a liberty card, a chow pass, and a check-in card. On this card are listed various check-in points. At Norfolk, the first check-in point is the Public Information Office. Here, he can have his photograph taken, and a press release about him is sent to his hometown paper.

The second stop is the Medical Dispensary, where he checks in his health record. Then he goes on to the barracks. At the barracks, the ever-popular master-at-arms as-

signs him a bunk and locker, and places his name on the muster list. Should the new transient be without bedding he may draw it at the barracks.

A RecSta is not a hotel. While it exists for the convenience of Navymen, it is there for the convenience of the Navy too. Reveille at the barracks is at 0615 on work days; muster, at 0730. Daily working assignments are made at muster.

There's a reason for working parties at RecStas—and it's an important one.

It's *not* to keep idle hands out of mischief, as many suppose. Like many other stations and bases, the Naval Station at Norfolk (as distinguished from the RecSta there) is geared to operate with the help of RecSta working parties.

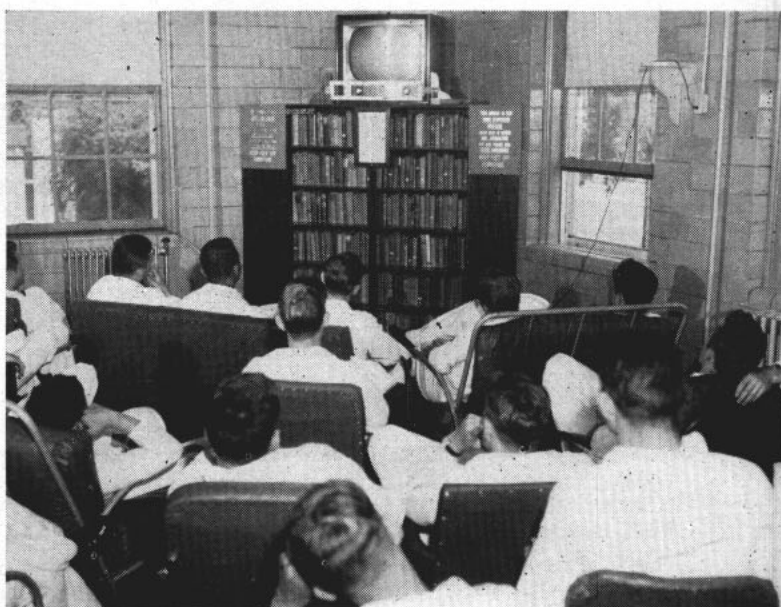
Under the charge of transient petty officers, the working parties report to the commissary store, the Fleet Post Office, the Fleet Park, the station theater, the gymnasium, and to various barracks for cleaning details. Other parties report to the First Lieutenant's office and to the Provost Marshal for base shore patrol duties. These form only a part of the list. There are 37 activities, in all, to which working parties report.

Other men are put on a watch list for night duty. They stand office watches, fire watches, telephone watches, and security watches. Experienced POs are assigned shore patrol duties in town.

While the above may not be too popular with the traveling Navymen, here are some compensating features—a recreation program, a training program, and a streamlined transfer program.

TRANSIENT SAILORS are given 'steer' by master-at-arms. Right: Navymen check in at Incoming OOD's office.





WAITING STATION (left) has been supplemented by new 'waiting room,' equipped with easy chairs, TV, books.

One BuPers instruction states that RecStas will maintain and operate for transients a program to provide refresher training. At Norfolk this program shapes up into three parts: training held at Norfolk-located fleet training schools, group training, and on-the-job training at RecSta. Men undergoing this training are those who are not required for necessary working parties.

Among the courses held at nearby fleet training schools are fire fighting, damage control, ammo handling, CIC basic, radio operating, chemical and biological warfare, battery alignment, cold-weather indoctrination, and maneuvering-board operation. Generally these courses run from two to five days in length. Group training takes the form of classroom lectures and training films. Set up for a two-week schedule, these range from films on UCMJ and character guidance to first aid and safe driving. In all, 35 different films are shown.

As its name indicates, on-the-job training utilizes the professional knowledge of POs and strikers. Clerical ratings, for example, are assigned to the various offices of the RecSta and Naval Base. Engineering ratings go to shops where tools and equipment needed in their specialties are used; medical and dental ratings go to the medical and dental departments, and storekeepers go to the supply department.

Since the main job of RecStas is to send men on their way to and

from their ships and stations as rapidly as possible, let's see how they go about this matter.

One of two things happens when a man's ship is out. In either case, he'll remain there a while. In the first instance, he will merely await his ship's return to port. In the second, he'll be assigned to a draft made up by the Detail Office. This draft will later report to another ship which is going to the area where the man's own ship now is, or will be, located.

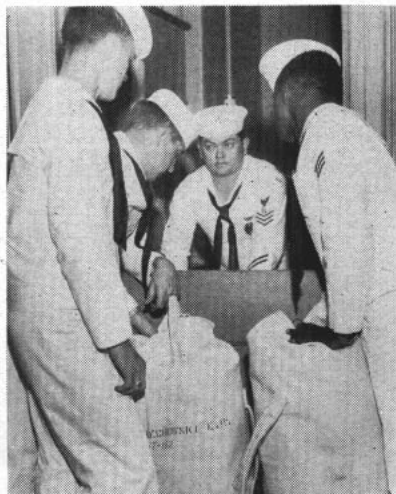
As an example of the second, a transient reports to the RecSta on his way to duty on the U.S.S. *Pocono* (AGC-16) which is in

Guantanamo Bay, Cuba. The U.S.S. *Adirondack* (AGC-15) is leaving for Cuba in a few days. A draft is made up of all men assigned to ships located at Gitmo. The draft then reports to *Adirondack* for further transfer to their individual ships upon reaching Cuba. In this way men are not kept waiting around the RecSta, but are able to join their ship to help keep the allowance up to strength.

The average stay of most transients (taking in all categories) is from 48 to 72 hours. The shortest stays are experienced by men who immediately go on to their ships. Longer stays are enjoyed by men awaiting assignment. These men usually remain aboard about two weeks.

For men coming in for separation, the sailor-to-civilian changeover requires about a week.

Checking out of a RecSta is usually the reverse of the checking-in process. When a transient's ship comes into port, or if he is to be sent out on a draft for further transfer, a notice is sent to his barracks. This notice tells him when he is to report to the outgoing office, preparatory to leaving the RecSta. It is sent to the barracks either on the day before he is sent to depart or on the morning of his departure. Hearing about his scheduled transfer at muster, he first checks out of the barracks. Next, he picks up his health record from the dispensary and reports to the Outgoing



BUNKS AND LOCKERS in transients' barracks are assigned to new arrivals by MAA George Potter, BM1.



Office at the designated time for transportation to his destination.

Sailors of the Atlantic Fleet expecting transfer in the near future will be pleased to learn that the Norfolk Receiving Station has undertaken a program of rigorous improvement in personnel handling. Fully aware of the past gripes of Navy men over the slow methods, the irksome lines and the exasperating delays often experienced during processing, the C.O. here, like commanding officers at other RecStas, has embarked on a new course at the direction of the Chief of Naval Personnel.

"I am wholeheartedly interested," says forward-looking Captain John Harlee, USN, "in making the stay of transients as short, as profitable, and as enjoyable as possible."

This program affects permanent station personnel as well as transients. Actually the two groups are sides of the same coin, and any effort to improve morale for one group necessarily includes the other.

All permanent station personnel who deal with transients are made aware of the value of a prompt and courteous attitude. Working conditions have been improved. For example, recorded musical selections are piped to various buildings and offices during certain periods of the day. Other features aimed at morale include an active rate-training program, special city tours, station dances, and a healthy-functioning intramural sports program.

Even the station's bake shop takes a hand in the morale program. On his birthday, each ship's company member finds that a birthday cake has been baked for him. The cake presentation is made by the C.O.

—who then invites the recipient into his office for a man-to-man chat. Says Captain Harlee: "Once a year, on their birthday, I let my crewmen bypass the chain of command and pay me a visit without further arrangements. I welcome them into my office and try to learn how they and the Navy are getting along."

Improvements, morale-wise, for transients include a revised check-in card, a revised muster system, modernized waiting rooms, and a liberal leave policy.

The familiar, much maligned, check-in card with its many check-in points has received an overhaul. Check-in points now include only those necessary for proper accounting. Points at which a transient would ordinarily have little or no occasion to visit during his stay have been eliminated.

If a man reports aboard at night he learns that a messenger makes the round hourly during the night, picking up all barracks cards. In this manner, the weary transient is able to hit the sack as soon as possible instead of walking his barracks card back to the Incoming Office.

The new split-muster system cuts the muster time in half. In this type muster, which is excellent for handling a large number of men, one mustering PO checks off those whose last names begin with A to K while a second PO checks off those whose names begin with L to Z.

The old, familiar "outside waiting shed," which for years exposed transient sailors to the elements, is now a thing of the past. It has been replaced by an attractive "waiting lounge" equipped with easy chairs, vending machines, reading material, a radio, and a large-screen television set.

Liberty hours are the same for transients and station personnel alike. An exception is transient CPO's, who enjoy an early (1300) liberty daily. As a rule, liberty for transients remains in effect until six hours before transfer time.

Men checking in are given concisely packaged information needed during their stay at the RecSta. This comes in the form of a pocket-sized guide to the Norfolk Naval Station. An illustrated 14-page, booklet, it was compiled to answer typical questions of newcomers. It covers everything from his status on board to a description of recreational facilities on the station, in Norfolk, and in nearby towns.

Separation is another function of the larger receiving stations.

Prior to discharge, separatees undergo four days of processing, including aid in civil readjustment. Duties, aside from actual processing, are minimized during the separation period so that the separatees may have as much free time as possible to clear up personal matters. Separatees do not draw shore patrol duties or any other duties which might delay their actual separation.

Yes, RecStas are big business. And, similar to other good businesses, they must constantly change methods to meet the demands of a progressive Navy. The familiar and legitimate gripes so common during World War II and the Korean fighting days are turning more and more into the normal gripes of happy sailors.

The day is at hand when reporting to a RecSta can be one of the pleasanter events of a Navyman's service life.

—W. J. Miller, QMC, USN, ComPhibLant

**SHIPPING OUT** — Their RecSta processing completed, sailors wait for transportation to next assignment.



# SERVICESCOPE

Brief News items about other branches of the armed services.

★ ★ ★

NEWEST OFFENSIVE WEAPON of the Air Force is a winged torpedo which got its first public showings recently.

Known as the B-61 *Matador*, it is actually a pilotless bomber which can travel at supersonic speeds to an enemy target hundreds of miles away and hit the target with pinpoint precision.

Two Pilotless Bomber Squadrons (Light) have been activated to operate the huge projectile and both will be stationed in Europe in the near future.

Details of the *Matador* are still classified. However the Air Force has announced that it has a wingspread of 28.6 feet, over-all length of 39.5 feet and is powered by turbojet engine.

The B-61s are launched from a mobile launcher through means of a rocket booster for the initial stage of the flight.

In its first public showing the *Matador* was launched from a point near Cape Canaveral, Fla., and guided safely to its target area. In the event of trouble the missiles can be exploded in mid-air to avoid going out of the target area.

★ ★ ★

TACTICAL AIR COMMAND is sending two new fighter-bomber wings to Europe this fall for duty with NATO defense forces.

Both the 21st and 388th Wings will be deployed to France from their U. S. bases, with the entire wing going overseas, bag and baggage.

At present the 21st Wing is completing its operational training at George Air Force Base, California, and will be based at Chambley, France. The 388th Wing is training at Clovis Air Force Base, New Mexico, and will make its headquarters at Etain, France, after redeployment.

Both Wings fly the F-86F *Sabrejet* fighter-bombers as their operational aircraft and will lend their strength to TAC's Ninth Air Force at their new bases.

The overseas movement, part of TAC's continued support of world-wide employment of tactical air power, marks the 19th and 20th wings deployed by the command since the start of the Korean conflict.



THE 280 MM CANNON is readied for firing by men of the 868th Field Artillery Battalion at Baumholder, Germany.

THE AIR FORCE's all-weather interceptor, the F-89 *Scorpion*, has been assigned the task of maintaining a 24-hour guard on the northern approaches to the U. S.

The plane is particularly suited to operating in sub-zero Arctic climate because of its highly-effective antiicing system and elaborate electronic equipment.

With a demonstrated range of approximately 2000 miles the *Scorpion* can intercept, overtake and fight approaching bombers over a flexible defense line hundreds of miles in depth.

Planes of this type assigned in Alaska carry six 20mm cannon but the latest model *Scorpion*, the F-89D, carries 104 2.75-inch folding fin air-to-air rockets in wing tip pods. *Scorpions* will soon be sent to various posts in the far north.

★ ★ ★

THE 2ND ARMORED DIVISION doesn't have to wait to have bridges built for them anymore—they carry their own with them on the back of an M-4 tank.

Actually the bridge and tank are combined into a self-propelled assault bridge (SPAB) that can span gaps of approximately 60 feet. The center portion of the bridge is welded to the top of the tank chassis. At each end of the tank two hydraulic-operated treadways are hinged to it.

In tests the SPAB has positioned itself in the deepest part of a river and lowered its treadways into the water until the ends rested on the river bed. An M-47 tank then sloshed through the shallow water, mounted the treadways and crossed the deepest, unfordable part of the stream on the bridge.

In still another demonstration the SPAB was used to provide a roadway up a steep railroad grade and worked out to everyone's satisfaction.

The SPAB isn't the first attempt to solve armor's small-obstacles crossing problems but the Commanding General of the 2nd Armored Division said that it is "the most practical solution developed thus far."

★ ★ ★

THE ARMY TRANSPORTATION AND ORDNANCE CORPS is testing a new vehicle designed to supply the foot soldier anywhere, anytime.

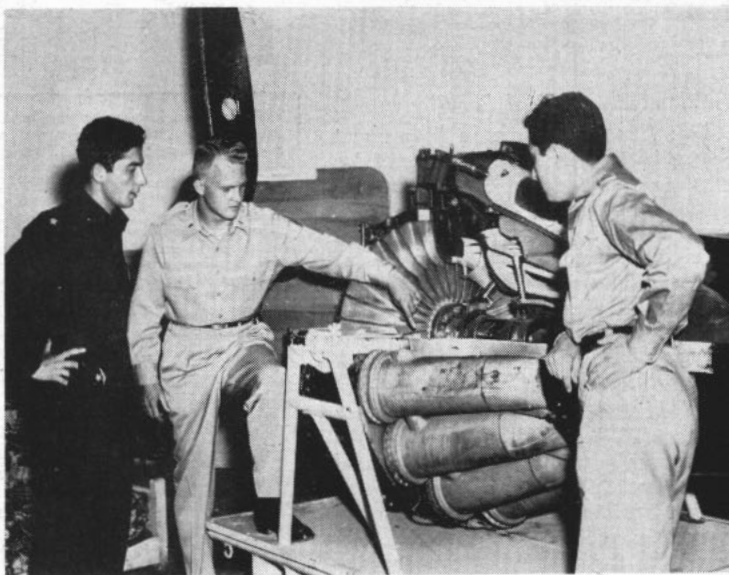
Called the *Rolligon*, the vehicle moves on bags rather than on wheels and was designed to attain the maximum flotation for transporting cargo over terrain where conventional wheeled or tracked vehicles cannot operate successfully.

A low-pressure pneumatic bag, driven by a series of powered rollers on top of the bag, is the basic principle of locomotion.

The lightweight construction of the bag prevents power from being applied to a center axle as with conventional wheels. A special power transfer device, using a series of rubber covered rollers resting on top of the bags and positioned in an arc conforming to the bags, was constructed.

Concrete blocks, timber, broken glass and iron fragments failed to produce any visible damage to the bags in tests. Marshy terrain consisting of soft mud, shallow water and reedy areas failed to stop the vehicle. Soft snow also failed to hamper the movement of the *Rolligon*.





PRE-FLIGHT Language School at Lackland AFB, Texas, offers specialized English course for Allied officers and cadets. Students check their papers after hearing tape recording. Right: Officers learn about jet engines from USAF instructor.

CANNED BREAD, equal in quality and flavor to the grocery-shelf product, is being added to the group combat ration furnished to soldiers in the field.

The "five-in-one" ration, which will now include bread, consists of canned and otherwise packaged non-perishable food items, and is issued to small groups of military personnel when combat operations or remoteness of the troop location prevents the mass preparation of meals in Army kitchens. It is designed to supply meals for five men for one day.

Developed by the Quartermaster Food and Container Institute for the Armed Forces, the new canned bread is the result of nine years of research, tests and field trials. At present each "five-in-one" ration will include two cans, each containing nine ounces of bread. These new rations will not be available for troop issue before next winter.

★ ★ ★

THE "SUPERDUCK," newly developed successor to the famous World War II DUKW, has been unveiled by the Army.

The vehicle, which with personnel and payload weighs around 13 tons, is capable of transporting its load over land through heavy surf and over soft beach sand.

Speeds in excess of 50 miles per hour can be attained by the 18,170-pound amphibian in cross-country travel. When afloat, the vehicle is capable of traveling at seven miles per hour. It has a cruising range in excess of 500 miles and 60 per cent grade ability.

Among the unique features incorporated in the Superduck are plastic cab construction, desert tires, an automatic inflation system that maintains an even tire pressure under all conditions, and an automatic transmission.

★ ★ ★

PHYSICAL REACTIONS OF TROOPS and protective qualities of equipment under extreme mid-summer desert conditions are currently being studied by the Army

Quartermaster Corps at the Yuma, Ariz. Test Station.

With summer temperatures reaching 115 degrees Fahrenheit and ground temperatures soaring to 160 degrees, the tests in the Yuma desert area are expected to develop hot-weather data to be applied in the Army program which seeks to provide maximum protection to the U. S. soldier under all kinds of climate and terrain conditions.

The desert tests will cover load-carrying and foot problems; the absorption of solar radiation by fabrics of various colors and texture; a critical comparison of experimental and standard desert uniforms; methods for improving the reliability of field evaluation of material; and an extension of studies of the geographical features of the Yuma test station area.

★ ★ ★

THE NEWEST, HEAVIEST and most powerful U. S. tank has been unveiled by the Army—the T-43.

The T-43 boasts numerous improvements, many of which are still secret. The huge tank mounts a long-barrelled 120mm gun, reported to be the greatest firepower ever placed on a U. S. tank.

In addition to the high velocity 120mm gun, the T-43 has two 30 caliber machine guns and a 50 caliber machine gun mounted atop its turret. All can be loaded, aimed and fired from inside the tank without exposing any member of the crew.

In its first public performance, the tank climbed a three-foot concrete wall as easily as an automobile mounts a curb, shot across an eight-foot wide trench, went through a 12-foot ditch with a 45 degree angle and through a 100-foot long, four-foot deep water hole.

A big feature of the tank is its one-piece cast hull. The hull has an elliptical shape and low silhouette, presenting no flat surfaces to enemy shells. Similarly, the sloping sides of the streamlined turret are intended to deflect direct hits.

# LETTERS TO THE EDITOR

## Entitlement to Social Security

SIR: Can you tell me a little about the social security benefits that service men are entitled to? To cite an example, let's assume I retire with 30 years' service. At age 65 will I be eligible for Social Security if I have not held any other jobs? Also, in the event of my death after retirement, would my widow be eligible for Social Security at age 65, provided she had had no employment?—E. R. F., LCDR, USN.

• Although personnel on active duty between 16 Sep 1940 and 30 Jun 1955 are, under existing laws, being granted credit for Social Security purposes predicated upon their active military service, this credit cannot be claimed in event the same period of military service is claimed for military retirement purposes.

This ruling is based upon federal laws which prohibit individuals from claiming concurrently two monetary federal benefits for the same period of federal service. Thus personnel in the situation you describe would not be eligible for Social Security benefits unless after retirement they had been employed in work which permitted Social Security participation.

By the same token, widows of retired personnel, where payments are payable under the Navy retirement system, would not be eligible for Social Security

This section is open to unofficial communications from within the naval service on matter of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

credits except those earned through previous jobs. They cannot count any credits earned in military service.

For a detailed explanation of Social Security and retirement, see the following articles previously printed in ALL HANDS: "How You or Your Survivors May Be Eligible for Social Security Benefits" (September 1951, pp. 46-49); "Navymen Earn Social Security Benefits While in Service" (November 1952, pp. 48-50); and "Rights and Benefits of Retired Navymen" (February 1953, pp. 30-36).—Ed.

## Stoppage of Sea Pay

SIR: I have a question regarding loss of sea pay while serving on shore patrol. My orders were made up every two weeks and I was paid subsistence during the three months I served on Shore Patrol.

Now the disbursing officer has informed me that the sea pay I collected during that time will be taken away, yet at all times I was attached to the ship and never had orders for more than 14 days at one time. Is he correct in taking my sea pay away?—M. J. S., MML2, USNR.

• Check Volume IV, "Navy Comptroller Manual," (Article 044060), and you will find it covers your case. It states that "no enlisted member will be considered to be on sea duty for special pay purposes . . . for any portion of a period of absence from a vessel while on temporary additional duty ashore . . . when the period of absence is in excess of 15 days."

The Manual goes on to state that "a member who completes a period of temporary additional duty, returns to his permanent duty station, and within 15 days departs on new orders for a continuation of the same temporary additional duty is not entitled to sea duty pay for any part of the latter period of temporary additional duty."

Since you were on TAD for a period of three months, the stoppage of your sea pay is correct.—Ed.

## More Info on Promotion Quotas

SIR: The Navy as a whole has been worrying about the decline of the reenlistment rate, yet there have been many cases of career men with several years to do being told that they could not be advanced in rating because of quota restrictions. At the same time, men who were due to get discharged within one or two months and who did not intend to reenlist, have been given promotions.

Isn't it possible to do something about this situation and give the promotions to the men who definitely intend to stay in rather than the short-timers who are just killing time? I feel that this is one of the reasons for the low percentage of reenlistments in the Navy today and should be corrected.—W. A. M., YN3, USN.

• The drop-off of reenlistments is under constant study at the Bureau of Naval Personnel. While it is definitely realized that a certain number of personnel who receive advancements are subsequently discharged, an effort to balance that factor has been made. Quota authorizations are expanded a certain per cent to offset loss. The number of additional advancements authorized are determined by the estimated losses for a six-month period. In the event these estimates are off, compensation is made in succeeding examinations.

The new method of advancing men in increments is expected to alleviate the situation you mentioned, a great deal. Under this system more advancements may be made, based on projected estimates of losses during the particular six-month period between examinations.—Ed.

## Shore-to-Shore Transfer?

SIR: Before getting to my question I'd like to give the following facts:

On 21 Sep 1951, a man was transferred to a ship for sea duty. On 8 Dec 1952 he was transferred to a shore-based activity which was considered sea duty for rotation purposes. On 1 Jan 1954 he was transferred to a fleet-administered shore duty billet for duty. He had not requested any of the transfers.

My question is this. In accordance with current directives, is this man eligible, in so far as sea duty is concerned, to request duty as an instructor, provided he meets all other requirements?—J. V. C., PN2, USN.

• No, he is not. BuPers Inst. 1306.20A, para. 11(k), states that enlisted men on shore duty will not normally be transferred from one shore administrative command to another, except for humanitarian reasons.—Ed.

## Yoicks, it's OIC!

SIR: We have a disagreement in our office concerning the correct method of writing the abbreviation for "Officer-in-Charge."

While attending Class "A" Yeoman school, it was stressed that the correct way was "OIC," but everyone here in the office maintains that either "OinC" or "OINC" is correct. Could you give us the right answer?—J. C. K., YNSN, USN.

• JANAP 169, which gives a full run-down on official abbreviations, bears you out. "OIC" is the correct way. The others are styles the Navy has used in the past but has now discarded.—Ed.



### YNs Go to NRS—Not Sub-stations

SIR: I have just looked up the regulations covering yeomen being assigned to recruiting duty and find that they are not allowed to be sent to sub-stations but must be assigned to main Navy Recruiting Stations.

At the same time I saw an article in *ALL HANDS* asking for men in BM, GM, BT, MM, TM, etc., ratings to submit requests for duty at sub-stations. If there is a shortage of these ratings applying, isn't it possible that yeoman and other clerical ratings could be assigned to sub-stations?—F. L. L., YN3, USN.

• It has long been the custom to assign only CPOs and PO1s of the Deck Group, Engineering and Hull Group, and to a limited extent, the Aviation Group to sub-stations.

In other cases, ratings of the above groups are assigned to main stations. There is no clerical work to be performed at a sub-station.

As a rule, the Deck and Engineering Groups are uniquely qualified to present the Navy to the general public because of their past special experiences.

Another determining factor is the comparably small number of Deck and Engineering Group billets assigned ashore. Consequently the ratings in these groups would stand even less chance of obtaining shore duty if the recruiting billets in sub-stations were opened to the Administrative and Clerical Groups.—Ed.

### 'Official Notification of Transfer'

SIR: I am presently completing a tour of shore duty. My questions are in regard to reimbursement for dependents' travel prior to receipt of official transfer orders.

Is it regarded as "official notification" of pending transfer when you are reported to BuPers on the Shore Duty Survey Report? Also will I be eligible for reimbursement upon receipt of actual transfer orders for dependents' travel?—R. C. S., HMCA, USN.

• Being reported on the Shore Duty Survey Report cannot be regarded as "official notification" of pending transfer. Travel of dependents at government expense is NOT authorized prior to the issue of actual transfer orders. An exception may be made in those cases where the member was advised in advance that orders would be issued and such advance information indicated the location of the new duty station. When this occurs, the reimbursement voucher must be supported by a certificate of the commanding officer issuing the orders to the effect that the member was so advised. In any event, no reimbursement may be made until the dependents have completed travel and the member has reported to his new duty station.—Ed.



'BOX-NOSE' SUB—These K-boats are highly maneuverable and are built to hunt and kill other submarines. The nose contains electronic listening devices.

### Computing Retired Pay of CPO

SIR: I am now a chief petty officer with 28 years' service and I held a commission as chief warrant officer from 1944 to 1946. It is my understanding that when I transfer to the Fleet Reserve and complete 30 years, my retirement rank and pay will be raised to that of a chief warrant officer.

Can you tell me what my retirement pay will be or how it is computed? Would it be based on the pay of a chief warrant officer at the time I reverted to chief petty officer or would it be based on the chief warrant officer pay at the time of my retirement?—A. M. C., DCC, USN.

• Upon retirement after 30 years' service, your retired pay will be computed at the annual rate of two-and-one-half per cent of the basic pay of a commissioned warrant officer (W-2) multiplied by the number of years of active service. Your retired pay will be computed on the pay scale which may be in effect at the time you retire.—Ed.

### Examinations for CPO

SIR: Can you tell me if the Bureau is considering giving any leeway on computing eligibility dates for advancement in rating from first class to chief petty officer?

To be more specific, a man is advanced to first class on 16 Nov 1952. The CPO exams held in February 1955 require that a man must be eligible by 16 Jun 1955 in order to compete. This leaves the man five months short, so he must wait until February 1956 before he is eligible to compete.

Assume then that he takes the examination in February 1956 and is advanced on 16 Jun 1956. This man has

actually had to wait seven months beyond the time that he became eligible, whereas a man who made first class in May of 1952—only six months before the above-mentioned man—is eligible to take the February 1955 exam and could be advanced to CPO one year earlier.

Although I can see the Bureau's policy on quota limitations and appropriations, it still seems somewhat unfair to the first man mentioned.

This year's advancements to chief cover authorizations through 16 Jan 1956. It seems feasible to allow a man who made first class in the latter part of the year to compete in the third succeeding examination for CPO, with the stipulation that his eligibility be figured through 16 November and that his advancement not be authorized until that date or afterward.—R.E.S., PN1, USN.

• Your suggestion to lengthen the dates appears to be based on the premise that personnel should be given an opportunity to advance to CPO just as soon as they have completed three years' service, and that they should be examined as far in advance as necessary to assure this objective.

Such a procedure might be desirable if the majority of ratings had enough vacancies to permit all who pass the exams to be advanced. This will not be the case for future advancements to pay grade to E-7.

Furthermore, it would seem unfair to have men with far less than three years' service thrown into competition with those who have completed the service requirements.

No such "stretching-out" of eligibility dates is contemplated.—Ed.

## Now These Are the Laws of the Navy

SIR: The fellows in the aircraft carrier USS Midway (CVA 41) wish you would publish the poem "The Laws of the Navy" in its entire form.  
—K. T. C., Jr., TN, USN.

• Here is the poem, well-known and liked by old-time Navymen everywhere as penned by Admiral R. A. Hopwood, R. N. (Ret.)

*"The Laws of The Navy"*

Now these are laws of the Navy,  
Unwritten and varied they be;  
And he that is wise will observe them,  
Going down in his ship to the sea;  
As naught may outrun the destroyer,  
Even so with the law and its grip,  
For the strength of the ship is the Service,  
And the strength of the Service,  
The ship.  
Take heed what ye say of your seniors,  
Be your words spoken softly or plain,  
Lest a bird of the air tell the matter,  
And so ye shall hear it again.  
If ye labour from morn until even'  
And meet with reproof for your toil,  
It is well—that the guns be humbled,  
The compressor must check the recoil.  
On the strength of one link in the cable,  
Dependeth the might of the chain.  
Who knows when thou mayest be tested?  
So live that thou bearest the strain!  
When the ship that is tired returneth,  
With the signs of the sea showing plain,  
Men place her in dock for a season,  
And her speed she reneweth again.  
So shall thou, lest perchance thou grow weary  
In the uttermost parts of the sea,  
Pray for leave, for the good of the Service,  
As much and as oft as may be.  
Count not upon certain promotion,  
But rather to gain it aspire;  
Though the sight-line end on the target,  
There cometh, perchance, a miss-fire.  
If ye win through an Arctic ice floe,  
Unmentioned at home in the Press  
Heed it not, no man seeth the piston,

But it driveth the ship none the less.  
Can'st follow the track of the dolphin  
Or tell where the sea swallows roam;  
Where leviathan taketh his pastime;  
What ocean he calleth his home?  
Even so with the words of thy seniors,  
And the orders those words shall convey.  
Every law is as naught beside this one—  
"Thou shalt not criticise, but obey!"  
Saith the wise, "How may I know their purpose?"  
Then acts without wherefore or why.  
Stays the fool but one moment to question,  
And the chance of his life passeth by.  
Do they growl? It is well: be thou silent,  
So that work goeth forward amain;  
Lo, the gun throws her shot to a hair's breadth  
And shouteth, yet none shall complain.  
Do they growl and the work be retarded?  
It is ill, speak, whatever their rank;  
The half-loaded gun also shouteth,  
But can she pierce armor with blank?  
Doth the funnels make war with the paintwork?  
Do the decks to the cannon complain?  
Nay, they know that some soap or a scraper  
Unites them as brothers again.  
So ye, being Heads of Departments,  
Do your growl with a smile on your lip,  
Lest ye strive and in anger be parted,  
And lessen the might of your ship.  
Dost think, in a moment of anger,  
'Tis well with thy seniors to fight?  
They prosper, who burn in the morning,  
The letters they wrote over-night;  
For some there be, shelved and forgotten,  
With nothing to thank for their fate,  
Save that (on a half-sheet of foolscap),  
Which a fool "Had the honor to state—"

Dost deem that thy vessel needs gilding,  
And the dockyard forbear to supply;  
Place thy hand in thy pocket and gild her,  
There be those who have risen thereby.  
If the fairway be crowded with shipping,  
Beating homeward the harbour to win,  
It is meet that, lest any should suffer,  
The steamers pass cautiously in;  
So thou, when thou nearest promotion,  
And the peak that is gilded is nigh,  
Give heed to thy words and thine actions,  
Lest others be wearied thereby.  
It is ill for the winners to worry,  
Take thy fate as it comes with a smile,  
And when thou art safe in the harbour  
They will envy, but may not revile.  
Uncharted the rocks that surround thee,  
Take heed that the channels thou learn,  
Lest thy name serve to buoy for another  
That shoal, the Courts-Martial Return.  
Though Armour, the belt that protects her,  
The ship bears the scar on her side;  
It is well if the court acquit thee;  
It were best hadst thou never been tried.  
Now these are laws of the Navy,  
Unwritten and varied they be;  
And he that is wise will observe them,  
Going down in his ship to the sea.  
As the wave rises clear to the hawse pipe,  
Washes aft, and is lost in the wake,  
So shall ye drop astern, all unheeded,  
Such time as the law ye forsake.  
Now these are the Laws of the Navy  
And many and mighty are they.  
But the hull and the deck and the keel  
And the truck of the law is—  
OBEY.

Admiral Hopwood's "Laws of the Navy" was first published in a British periodical on 23 Jul 1898. Well known throughout the Navy, it has appeared in USNA's annual publication "Reef Points" for a number of years.—ED.





## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Air Group 20* — All hands who served in AG 20 or its component squadrons during 1943-45 are urged to attend the reunion to be held in New York, 23 October, at Hotel Astor. For further details write to Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

• *33rd Seabees*. — The eighth annual reunion will be held at the Park Sheraton Hotel, New York, N. Y. on 17, 18, 19 September. For further information, contact Elwood E. O'Brien, 115-A West 168th St., Bronx 52, New York, N. Y.

• *uss Sloat* (DE 245). — A reunion of former *Sloat* personnel will be held 9 October. Contact T. P. Quinlan, 35-16 34th Street, Long Island 1, N. Y. for further details.

• *uss Owen* (DD 536). — A reunion of the engineer force of *Owen* will be held at Medford Hotel, 4-6 September, Milwaukee, Wis. For further information, write Arnold E.

Krause, 522 S. 66 St., Milwaukee, Wis.

• *uss Kidd* (DD 661). — The sixth annual reunion will be held 13, 14, 15 August at Hotel Hollenden, Cleveland, Ohio. George Loope, 2581 Nesbitt Ave., Akron, Ohio, is in charge of arrangements.

• *Naval Academy Class of 1945*. — The tenth year anniversary will be held at the Naval Academy during Alumni Homecoming Week, 24-26 September. Communicate with Box 6086, Shirlington Station, Arlington 6, Va.

• *uss Mount Vernon*. — The 35th annual reunion and dinner of *uss Mount Vernon* Association is scheduled to be held in the Monaco Room, Hotel Lenox, Exeter Street, Boston, Mass., on 4 September. All former shipmates interested in attending contact Lawrence A. Sands, 18 Symmes St., West Medford 55, Mass., or Earle M. Marston, 28 Vane St., No. Quincy 71, Mass.

• *uss LST 721*. — All hands who served in this ship between 1943 and 1946 and are interested in holding a reunion, with time and place to be decided, contact James E. Camp, 2603 Houston Ave., Richmond, Va.

• *uss LST 375*. — All hands who served in LST 375 between 1942 and 1945 and are interested in holding a reunion, with time and place to be decided, contact James E. Camp, 2603 Houston Ave., Richmond, Va.

• *uss Nevada* (BB 36). — A group of former shipmates is planning a reunion with time and place to be determined. Anyone who served in *Nevada* from time of commissioning to her final crew is invited to contact Jack Haley, c/o Seal Beach Post Office, Seal Beach, Calif.

• *Squadron VJ-16*. — All hands who served in Squadron VJ-16, while attached to Atlantic Fleet Service Force, during World War II, and who would like to hold a reunion at a time and place to be decided, contact Al J. Bronte, AD2, Special Services, U. S. Naval Air Station, Minneapolis, Minn.

• *uss Andromeda* (AKA 15). — Officer and enlisted personnel who served in this ship during World War II and who are interested in a reunion with time and place to be announced later, please write John G. Fitzgerald, 182 Grandview Terrace, Hartford 6, Conn. State preference for date and place of reunion.

## HHE Allowance for Third Class POs

SIR: I am an AN and will have seven years' active duty this August. Will the Navy ship my household effects? I have checked with the supply office and received both an affirmative and negative answer.

What if I should make third class before I get transferred? Would that alter the situation?—B. K. C., AN, USN.

• Under "Joint Travel Regulations" no weight allowance, in so far as shipment of household effects is concerned, is prescribed for personnel in pay grades E-3 and below, regardless of time in service. A third class with seven years' active duty would rate 4500 pounds. A third class with less than seven years rates 3000 pounds.—Ed.

## Social Security Question

SIR: We have two opinions on the Social Security benefits that dependents of Navymen are entitled to if the man dies while in the service. Wonder if you could clear us up on which is the correct version.

"A" states the dependents of a man, who had never had Social Security on the outside, entered the Navy prior to World War II and who dies while in the service, rate compensation from Social Security.

"B" disagrees and states that since no payments had been made to a personal Social Security account, the de-

pendents rate nothing. Which is correct?—B. L. V., MMC, USN.

• "A" is 100 per cent correct. A law passed in 1940 gave all World War II veterans gratuitous Social Security credits based upon an arbitrary monthly wage of \$160. However, if the man has been awarded military retirement pay, then the Social Security benefits do not apply, unless he had entered a job as a civilian and paid into Social Security. (See also page 16).—Ed.

## Ship and Squadron Insignia

SIR: I have seen ship and squadron insignia appearing from time to time in ALL HANDS. I do not believe I have ever seen one from Fighter Squadron Forty-Four. Here's a copy of one, in case you have room in your fine magazine. —R. A. H., ENS, USN.

• Soft-soaping us will get you nowhere, mister. If we have space, we'll run a reproduction of your FightRon Forty-Four's decal. (Our last roundup on ship and squadron insignia appeared in ALL HANDS May 1954, pp. 31-33.)—Ed.



We had space.

## Stars on Commission Pennants

SIR: Several of my shipmates and I have been wondering if there is any special significance to the seven stars on the commission pennant used by the Navy. Can you give us the low-down?—C. D. V., BM3, USN.

• Commission pennants date from the earliest days of our Navy and until 1933 came in many sizes varying from four feet to 70 feet. The larger sizes had 13 stars while the smaller ones had only seven. In 1933, two sizes were adopted as standards, both containing seven stars. However, the number of the stars has no special significance—the figure seven was selected merely to provide the most desirable display.—Ed.

## When National Guard Time Counts

SIR: Does active duty with the National Guard count as Federal Service when computing total service for transfer to the Fleet Reserve?—L. B. W., YNC, USN.

• Active service in the National Guard of a state is considered active federal service for the purpose of transfer to the Fleet Reserve if the active service was performed during a period when such state National Guard was activated and mustered into Federal service as an integral part of the U. S. Army.—Ed.

## LETTERS TO THE EDITOR (Cont.)

### More on Shoulder Patches

SIR: I was reading the new ALL HANDS Magazine last night and under your Letters to the Editor heading I notice where you say shoulder patches are not authorized ("No Shoulder Patches," March 1954, p. 29).



'AFSouth' Shoulder Patch

Since my ship visits Naples, Italy, I have noticed quite a few of the men in the NATO command wearing patches on their shoulders. Are you sure they are not authorized? If not, why are these men allowed to be out of uniform?—J. W. YNSN, USN.

• Our reply in the March issue was intended to answer a question concerning whether a shoulder patch had been authorized for men serving in canted deck carriers. The answer was "No."

We could well have added that, although no shoulder patch of any kind (like the old Amphibious Force patch of World War II) is currently authorized for U. S. Navy personnel serving in U. S. Navy billets, various patches are authorized for certain North Atlantic Treaty Organization (NATO) commands.

For example, the colorful red and yellow shoulder patch you see being worn by U. S. officers and enlisted men at the headquarters of the Commander-in-chief, Allied Forces, Southern Europe ("CinCSouth") at Naples (see cut) shows the Lion of St. Mark, the symbol of the Mediterranean, holding both the Bible, showing his desire for peace, as well as a sword, showing that he is willing to fight for it.

U. S. Navymen on duty with NATO commands authorizing these patches wear them to show that they are members of the NATO organization, as distinguished from duty with other U. S. naval activities overseas.—Ed.

### Retired Pay or VA Compensation?

SIR: I was placed on the permanent physical disability retired list 1 Jan 1952 and am now receiving \$139.12 monthly. I have been informed by my Veterans Service Officer that it would be to my advantage to switch to a pension from the Veterans Administration. However, if, in the event they should cut my pension at a later date, could I revert to my Navy retirement pay?—E. B.

• Any member of the naval service retired for physical disability is entitled to elect to receive compensation from the Veterans Administration by waiving Navy retired pay. If, at a later date, the amount of VA compensation is reduced or terminated, the member is entitled to re-elect to receive his authorized retired pay from the Navy provided he waives VA compensation.—Ed.

### 'Back Porch Duty'

SIR: Wasn't there an Alnav or some BuPers letter to the effect that men who have 18 years' service may request duty in the area or Naval District where they plan to make their permanent home?—W. F. W., QMC, USN.

• Prior to the Korean conflict it was the Bureau's policy to permit men to spend the last three months of their naval career on duty in their home naval districts. However, in view of the provisions of Alnavs 73-50 and 62-51, pertaining to Fleet Reserve and discharges, the "back porch duty" policy has been suspended indefinitely.—Ed.

### Obtaining Medals

SIR: According to information in a recent ALL HANDS my service aboard USS George Clymer (APA 27) entitles me to both the Korean Service Medal and the United Nations Service Medal.

Neither of these medals has been presented to me, nor has notation been made in my service record that I am eligible to wear them. Is there somewhere I can write to apply for the medals and to get authorization for an entry in my service record?—S. T. S., BM2, USN.

• Yes. If you are on active duty you may submit a request via your CO to the Chief of Naval Personnel (Attention: E-3) Navy Department, Washington 25, D. C., regarding your entitlement. The Korean Service Medal is not yet available.—Ed.

### Removing Striker Identifications

SIR: BuPers Inst. 1430.4B, para. 8a, says that commanding officers shall remove striker identifications of those strikers who have twice failed the service-wide competitive examination for advancement to pay grade E-4.

In accordance with this directive, would a commanding officer be required to remove the striker identification of a man who has passed the written examination twice but failed the performance test?—L. A. P., YNSN, USN.

• Inasmuch as the performance tests are a basic portion of the examinations for advancement in rating, failure in a performance test constitutes an examination failure. Accordingly, the commanding officer should take action as described in para. 8a of BuPers Inst. 1430.4B when an identified striker fails the pay grade E-4 examination twice in succession.—Ed.

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## They Swim to Work

**B**ILLETS for Underwater Demolition Teams are among the most interesting—and dangerous—to be found in the Navy today.

Known as "frogmen," UDT members perform a variety of tasks in connection with naval operations—usually related to amphibious warfare. They locate and destroy mines, bridges, installations which would hamper amphib landings. They also act as reconnaissance crews and "trouble shooters." Recently, for example, UDT men were called upon to blast open a channel to free an LST, grounded on a coral reef.

*Upper left:* Flippers in hand, 'frogmen' head for practice swim. *Upper right:* UDT men 'take the plunge' feet first. *Right center:* Hunting for mines, UDT members paddle rubber boat in Wonsan Harbor, Korea. *Lower right:* 'Frogman' gets an assist from teammate in donning rubber suit. *Lower left:* men are 'briefed' on mine field before making reconnaissance patrol.





MARINE RECONNAISSANCE specialists slip over the side of USS *Greenfish* (SS 351) and into their rubber boats.

## 'Recon' Marines Paddle Their Own Canoe

**G**REASE PAINT and mottled clothing replaced the traditional graduation cap and gown for members of the First Provisional Marine Amphibious Reconnaissance Group when they completed their six months' training at the Marine Corps Air Station, Kaneohe, T. H.

The "stage" for this graduation "ceremony" was the island of Maui. A submarine and her crew served as escorts in the somewhat unusual "academic procession."

In early morning, long before dawn, the Recon group arrived off Maui and slid over the side of USS *Greenfish* (SS 351) into their rubber boats. Several hundred yards dead ahead lay the island.

Maui was in the hands of an "aggressor" force that had made an amphibious attack upon the island of Oahu and had been turned back. They had settled on Maui, setting up their headquarters and installing a radar station from which they hoped to direct their aircraft to targets on the remaining American-held islands.

Recon's job was to spike the radar.

Also, they were assigned to scout the island for a coming all-out attack by their own Naval forces, aircraft and other landing parties that were scheduled for later in the day.

Aboard the submarine the Navy-

men watched the Marines paddle off into the darkness. When the diving horn sounded, the sailors scrambled down the ladders as the sub slid under the water to wait for a later pick-up signal from the beach.

In the rubber boats the Marines kept quiet, the only sound coming from the slapping of the waves on the boats and the pounding of the surf on the beach.

Once on shore there was a short pause while the men received their last minute instructions and a check to make sure that everyone knew his job. Then they split up to tackle their objective.

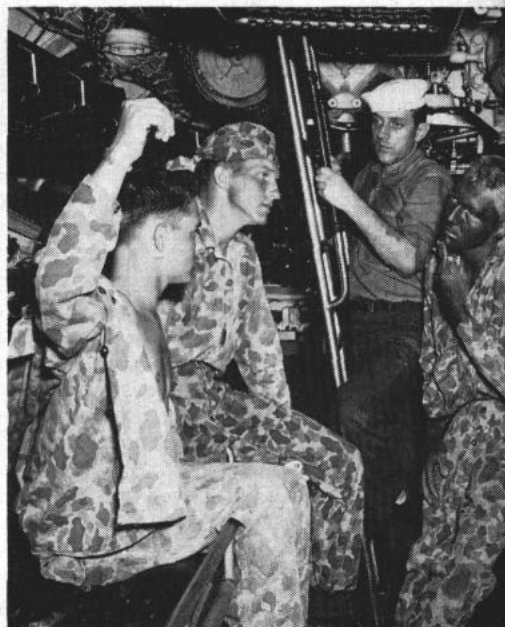
Somewhere deep in the undergrowth, the "aggressors," men from the headquarters of the 1st Provisional Marine Air-Ground Task Force, had their headquarters. They had had plenty of time to prepare defenses, having been on the island for two weeks.

That night they must have felt as though they were being stalked. They were. The invaders carefully searched the island checking enemy positions and strength.



INCOGNITO — PFC W. Hauswald, face smeared with camouflage paint, comes through subhatch.





**PLOTTERS**—Final plans for recon raid are made aboard submarine. Right: Men of 'snooper team' don mottled garb.

Silent as cats and moving like shadows in the darkness the Recon outfit moved in a prearranged plan without a lost movement. One group which had been assigned the job of taking prisoners returned to the beach, their mission completed, and waited for the others who came filing down to the beach in small groups, as their jobs accomplished.

A signal was given and the naval force laying off shore began their "bombardment" while other elements of Marines began their all-out in-

vasion. A sizeable group reached shore, with amphibious tractors and landing craft pushing up on the sand and disgorging equipment.

The invasion was well under way and the Reconnaissance Group had earned their diplomas, for, with the information they supplied, the rest of the invasion went off smoothly as planned.

Training such as these Marines completed pays off in time of war. During the Korean conflict, for example, daring "commando" raids

were carried out far behind enemy lines.

Successful hit-and-run strikes—whether for reconnaissance or to blast enemy installations—require more than just a "mission" and the daring to carry it out.

Training and the skill that comes with training are needed. Practice pays off, too.

In these respects, the men of the First Provisional Marine Amphibious Reconnaissance Group are well-qualified. —Bob Ohl, JO1, USN.

**VITAL** food supplies are loaded aboard rubber boat. Right: 1st Lt. Philip Maranto, USMC, prepares to cast off.



# The Last Big Amphib Operation in Korea

*Here is the story, told in detail for the first time, of the Navy's participation in "Operation Big Switch." Facing the UN command at the signing of the Korean Truce was the return of about 100,000 prisoners of war to North Korea. The prisoners had to be moved within 60 days from various points in South Korea and the two off-lying islands, Koje-Do and Cheju-Do, to the exchange point at Panmunjom. Seventy thousand riotous prisoners were located in the famous Koje-Do Complex which comprised prison camps at Koje-Do, Yoncho-Do, Pangam-Do and Chogu-Ri.*

*How this switch of POWs by Navy ships was made in record time,*

*and with but one small incident, is told in these pictures and in the story below, which has just been authorized for release.*

**A** LITTLE OVER A YEAR ago the cease-fire agreement in Korea was fast becoming a reality, but on the island of Koje the U. S. Navy was busy making preparations for one of the biggest amphibious operations ever to take place in that country.

The harbor at Koje-Do looked like a forward operational area with six AKAs and 23 LSTs plus a whole host of supporting ships standing by. Their mission—to load and transport the North Korean and Red Chinese

prisoners of war to Inchon where they would be put aboard trains headed for Panmunjom.

Prior to the POW exchange the only naval activity in the Koje-Do area had been occasional visits made by ships bringing POWs, troops or supplies to the island. With the many ships that were to take part, either indirectly or directly, the harbor was crowded as the Navymen were busy fitting the ships to enable them to handle the prisoners.

In the holds of the AKAs and in the tank decks of the LSTs, carpenters were building living compartments for the prisoners while elsewhere special provisions and supplies were being loaded aboard to feed the passengers.

Each compartment was built to accommodate 60 prisoners during the 260-mile trip from Koje-Do to Inchon. Guard boxes were installed above the compartments so that a close check on the POWs could be kept throughout the trip.

Preparations on the beach were also going full scale, with the Army Port Command building earth ramps for the LSTs to beach on during the loading.

LCUs were being prepared, in the same manner as the other ships, for their job of shuttling prisoners from the beach to the AKAs. Beach liaison was set up ashore to link with Army activities.

Focal point of all the Navy activity was the flagship of Commander Transport Division Eleven. During the operation four ships, *uss Bexar* (APA 237), *uss Henrico* (APA 45), *uss Logan* (APA 196) and *uss Noble* (APA 218) rotated the flagship duty. This was necessary to enable the four ships to carry out other commitments.

Varied services were performed by these APAs. A new engine had to be installed in LCU 877. Boat service, mail service, medical treatment and supply, receiving ship, repair service, resupply and disbursing service for the smaller craft fell to the flagship, in addition to carrying out the normal requirements of the "flag."

Several other ships were present with their specialized service, including the water distilling ship *uss Pasig* (AW 3), the tug *uss Chowa-*

**COMMUNIST POWs leave temporary compartments built on Navy LCU before going aboard USS Mathews (AKA 96) during 'Operation Big Switch.'**





noc (ATF 100) and store ship *uss Alstede* (AF 48).

When the word was finally received that the cease-fire had been signed and the signal to start moving prisoners was flashed, the Navy was ready. LCUs and LSTs moved to the beach to start loading prisoners. Two barges were placed on each side of the AKAs so that the LCUs could off-load their passengers on them. The prisoners then crossed the barges and marched single-file up the gangway to the larger ship and into the compartments that had been prepared.

Every ship carried a well trained group of Army guards. Previous experience with the riotous prisoners on Koje-Do indicated that less than maximum security was unthinkable. A guard of 216 men was assigned to each AKA; 75 to each LST and 30 to an LCU each time prisoners were aboard.

Once the prisoners were aboard the routine that was to last for 12 long days and nights went into effect. The ships departed Koje-Do so they would arrive at Inchon in early morning, loading directly to the trains for the remaining overland movement to the exchange point. To get both the AKAs and LSTs there at the same time a staggered schedule had to be arranged.

The LSTs left Koje-Do around 0700 while the faster AKAs sailed at approximately 1600 the same day. Once they arrived at Inchon the prisoners were off-loaded and the ship given a thorough cleaning and disinfecting before the return trip.

The first lift of prisoners in "Big Switch" was on 28 July when 1800 prisoners were taken from Koje-Do and 600 from Cheju City. When the



**VARIED EXPRESSIONS** mark the faces of the enemy as they are returned to Communist control. Here, POWs board an LCU at Koje-do, famed prison camp.

lift got into full swing, 2400 POWs were being lifted daily from the island to Inchon. In addition, a daily hospital lift was made from Koje to Pusan for the sick and wounded and the women and children.

By the time the transfer was completed the U. S. ships had carried enough POWs to equal the strength of more than three full divisions of Marines, surely one of the biggest amphibious operations of all times.

Throughout the whole operation there was only one small incident to upset the regular routine. That occurred when one North Korean decided he didn't want to return to his homeland. This prisoner jumped off the bow ramp of an LST while

emptying a portable "head." Investigation revealed he had changed his mind, preferring escape or death to return to North Korea. He was rescued in a few minutes, and after the investigation he was reclassified as "non-communist" and returned to Koje-Do.

Ships taking part in the operation were *uss Winston* (AKA 94), *uss Washburn* (AKA 108), *uss Union* (AKA 106), *uss Seminole* (AKA 104), *uss Mathews* (AKA 96), *uss Merrick* (AKA 97) and the LSTs 516, 527, 529, 602, 715, 742, 758, 772, 802, 803, 836, 840, 854, 855, 883, 1073, 1084, 1090, 1096, 1101, 1138, 1122 and 1141.

—MAJ E. V. Wickline, USMCR.

**TRANSFER** from LCU to AKA is made off Koje-do. Right: Under watchful eyes of guards, POWs leave LST at Inchon.





## 'Triphibious

**T**HE WORD THEY USE around the Fleet to describe the Navy's Amphibious Force today is "triphibious." You won't find it in the dictionary but it's as good a word as any to describe just what the "Amphibs" are up to.

It points up the fact that the modern amphibious force must operate not just in two but in three different elements—on the sea, on the land and in the air.

This fact itself, of course, is nothing new—our amphibious forces in World War II were also "three dimensional." But if you take one of the classic operations of World War II and place it over against one of today's large-scale practice operations, you'll see where the difference lies.

It's in the third element, the air. True, you still have the sturdy propeller planes (and now the jets) that whistle down over the landing beach to drop their bombs and strafe ground targets. You still have the Combat Air Patrol whose plane's orbit the transport area, ready at a moment's notice to take off after any airborne intruders. And you still have the lumbering anti-submarine planes which fly their tedious but essential missions to seaward of the attacking force.

But today another type of aircraft has put in its appearance, in fact has become an integral part of the amphibious operation—the helicopter.

Using the helicopter, a Marine landing force can leap-frog over





# Operations Hit Beach with Added Punch

the beachhead and mount a surprise attack inland. Troops and equipment can be transferred from one ship to another during the ship-to-shore movement. Spotters and observers can be carried to the target area where they can see the effect of the force's shellfire and bombing. Casualties can be rapidly evacuated from the battle area.

Not that helicopters can do it all—they can't. The amphibious people are well aware of the whirlybird's limitations—its fragile nature, its small payload, its lack of speed and its repair difficulties. Nevertheless, it has been welcomed as another weapon in the amphibious bag of tricks, one more technique to add to the well-proven ones of landing craft assault, underwater demolition, combat cargo loading, beach group organization, mine-sweeping, shore bombardment and close air support.

This bag of tricks has been accumulated in the short space of 12 years. The Amphibious Force was born in 1942 out of the necessity to put ashore great masses of men and machines on foreign, enemy-held territory hundreds, or even thousands, of miles away.

As any of the veteran "Gator" sailors can tell you at the drop of a landing ramp, the Amphibious Force was originally set up in a small hotel at Ocean View, Va., just outside Norfolk. Today, on the Atlantic side the Atlantic Amphibious Force (PhibLant) occupies several hundred acres of waterfront

real estate and a multi-million dollar base at Little Creek, Va. In the west, the Pacific Amphibious Force occupies a similar large area with ocean front view at Coronado, Calif.

Developing its somewhat weird, but always practical, array of ships and landing craft as the need for each type arose, the Amphibious Force grew during World War II from an original assortment of converted cargo ships, oilers and former passenger liners to a two-ocean force that successively met challenges like Guadalcanal, North Africa, Tarawa, Sicily, Anzio, Eniwetok, Kwajalein, Guam, Normandy, Saipan, Leyte, Iwo Jima, Okinawa and most recently, Inchon.

To find out how today's Amphib planners take their various tricks and mold them into a coordinated sea-land-air operation, take a look at one of the realistic training maneuvers the Navy holds off both coasts. The particular one described here goes by the jawbreaking title of "Atlantic Fleet Amphibious Force Task Group Landing Exercise," fortunately shortened to "LanTag-Lex-54."

It was held at Onslow Beach, N. C., and threw some 100 ships and 60,000 Navymen and Marines into an attack against an "Aggressor" force that was firmly dug into positions on the mainland. The attacking force, approaching by sea had preponderant naval superiority and was able to gain—but had to fight to hold—control of the air.

By daylight, Onslow is a narrow strip of glistening golden sand backed up by a row of humpbacked dunes. The area could easily pass for a desirable beach resort (sailors and leathernecks *do* use it for a recreation area on weekends) until the Amphibs start working it over.

But now it is night time, the day before "D-day." The captain of the high-speed transport U. S. S. *Hollis* (APD-86) glances down at his wrist watch. It is 2300 on the nose and he has brought his ship to the right spot at the right time—several hundred yards off "White Beach."

As the ship glides to a stop, small rubber boats are lowered into the water. Into the boats drop the shadowy figures of two dozen underwater demolition men, the Navy's famed "frogmen" of whom much has been written. Tonight the job of the UDT boys is to reconnoiter White Beach and bring back last-minute intelligence information on what they find. Similar bands of underwater daredevils are doing the same thing farther up the coast at Blue Beach and the alternate Green Beach.

Once in the boats, the frogmen grab paddles and work their way close in. About 100 yards off, they slip into the water and go to work. Some swim underwater back and forth in the shallows leading to the beach, looking for any sub-surface obstacles and marking down what they find on waterproof slates. Such obstacles, they realize, could rip out the bottom of a landing craft



ON THE TEAM—Assault boat coxswain guides his craft to beach. Right: UDT 'frogmen' plan their part of operation.

and possibly hold up the entire operation.

Others move into the surf line where they note the condition of the breakers, the undertow and other surf conditions. Still others crawl out on the beach itself, to take a quick look around for mines, barbed wire entanglements or other beach defenses.

Two hours later, the UDT men are back aboard the APD and the ship moves silently away. Should the underwater obstacles and beach defenses present serious complications (they didn't in this case), the demolition men would come back later to clear the area with well-placed explosives.

The UDT men had gained the beaches undetected and had slipped away again the same way. Even so, the enemy forces ashore—well-equipped "Aggressor" forces with their own ships, planes and troops—know that something is up in the North Carolina coastal area and that it's probably an amphibious attack.

U. S. aircraft have been attacking Aggressor supply dumps, ammunition dumps, fuel depots and other targets up and down the coast all week. Aggressor headquarters has just received an intelligence report of a large naval armada approaching from seaward. And there has already been one false alarm of an amphibious attack on the Virginia coast only day before yesterday (a mock landing force that had actually moved part way onto the beach and then turned back).

Yes, something was up, Aggressor knew. But he didn't know where, he didn't know exactly what, and he didn't know when.

He was soon to find out.

It's still dark as the armada (the one Aggressor intelligence had spotted) moved into the objective area. Mine sweepers lead the way, sweeping lanes for the bulky transports, cargo ships and others to follow. The sweeps will continue to make their passes throughout the debarkation phase of the invasion.

It's now two hours before dawn of D-day as the fire support ships, the battleships U.S.S. *Iowa* (BB 61) and U.S.S. *New Jersey* (BB 62) and the destroyers U.S.S. *Pritchett* (DD 561) and U.S.S. *Owen* (DD 536) commence firing from their positions on the flanks of the landing beaches where they can take best advantage of the flat trajectory of their fire. The "softening-up" of the beachhead has begun. For the next two hours, the enemy will be dealt a series of one-two punches of gunfire and bombing that is calculated to spell success for this invasion as it has spelled success for every amphibious invasion the U. S. has ever attempted.

The gunfire explodes in orange flashes against the still-gray morning sky. As the ships begin to "walk" their fire inland, five LSMR rocket ships plow in close to the beach to fire blazing fusillades of projectiles from their decks into the enemy's beach positions. This is "saturation fire," designed to drive underground

and unnerve any opposition that might remain in the beach area.

In the air things are popping too. As the ships move slowly through the cleared lanes to their assigned positions for the assault, a Combat Air Patrol of friendly fighters swoops in to form a protective umbrella over the attack force. Directed by radio by the fighter directors who sit among a welter of radar equipment and glowing status boards deep in Combat Information Center in the flagship, the fighters go after any intruders who try to break into the area. By now the anti-submarine patrol of heavier aircraft has also been formed and is combing the area to seaward.

Swarms of helicopters join the air picture. Taking off from the flight decks of the escort carriers U.S.S. *Siboney* (CVE 112) and U.S.S. *Kula Gulf* (CVE 108)—flat-tops which have taken up positions on the left flank of the force—the copters carry within their sides the airborne Marine assault troops whose mission it is to land and seize control of an Aggressor airfield inland from the landing beaches. The Marine troops are to attack, drive the enemy from the field, and then hold the field until they are joined by the main assault force moving inland from the beach area.

Like so many dragonflies, the HRS helicopters rise from the carrier decks, hover for an instant, then dart off to form up for the flight inland. Flying a route that





'H' TABLE on flagship is center of ship-to-plane communications. Right: Marines go over the side into waiting LCM.

will take them clear of the beach area and its gunfire and bombing, they head for the objective.

Above them fly two jet fighters who will move in ahead of the copters to lay a smoke screen along the top of a ridge near the airfield, thus hiding the copters from enemy view for the few minutes it takes them to land and discharge their troops. As soon as the airfield falls, R4Q Packet transport planes will bring in reinforcements to help the copter-borne force establish and hold its inland perimeter.

Back on the beach it is dawn—and "H-hour." As the sun lifts its head above the horizon, it illumines a scene of seemingly endless confusion. Gray shapes and white wakes dot the seascape. Out on the flanks, the battleships and destroyers continue their pre-invasion bombardment fire and get ready to start delivering "call fire" when the troops hit the beach.

In the large central area fronting the beaches lie the attack transports, the cargo ships and the amphibious command ship U.S.S. *Mount Olympus* (AGC 8) whose job it is to manipulate all the strings of this vast marionette show.

Closer in, on a line parallel to the beach, lie the control vessels who will guide in the waves of landing craft, four dock landing ships and a pair of LSTs. The control vessels, all fast attack transports, are U.S.S. *Hollis* (APD 86), U.S.S. *Lloyd* (APD 63), U.S.S. *Laning* (APD 55) and U.S.S. *Earle*

*B. Hall* (APD 107). The dock landing ships are U.S.S. *Lindenwald* (LSD 6), U.S.S. *San Marcos* (LSD 25), U.S.S. *Ashland* (LSD 1) and U.S.S. *Donner* (LSD 20).

It is along this inner line that the action is going forward now. The stern gate of an LSD drops and out come swarms of amphibious tractors, churning up the water. They form up and move in toward the beach. Amphibious tractors come in two styles, the LVTa or "armored alligator" and the LVT or "troop-carrying alligator." The armored jobs carry a 75mm gun forward in addition to machine guns and pack the punch needed to spearhead an invasion. This vehicle can swim ashore, lumber up the beach and drive inland at the head of the assault troops, carrying the momentum of the ship-to-shore movement into the terrain beyond.

Like so many mechanical beetles, the LVTAs hit the beach and trundle out of the water. Now come waves of LVTs. As they reach the beach, Marine riflemen leap out and race across the sand, dropping their life jackets as they go. The riflemen quickly form up in the dune area and take offensive positions for the push inland.

Out in the transport area, all the complex tactical machinery that will put hundreds of small craft, thousands of men and tons of equipment ashore in the matter of a few hours is clanking into action. The planning efforts of weeks and months begin to unfold.

Deck gangs on the troop transports are busy lowering landing craft into the water. At LanTag-Lex, the transports are U.S.S. *Monrovia* (APA 31), U.S.S. *Rockbridge* (APA 228), U.S.S. *Sanborn* (APA 193), U.S.S. *Bottineau* (APA 235), U.S.S. *Glynn* (APA 239), U.S.S. *Latimer* (APA 152) and U.S.S. *Mellette* (APA 156). Into each boat goes one small part of the whole force—its men and equipment.

On the cluttered decks of the cargo ships there is likewise plenty of activity. The cargo ships taking part in this operation are U.S.S. *Achernar* (AKA 53), U.S.S. *Alshain* (AKA 55), U.S.S. *Vermilion* (AKA 107), U.S.S. *Oglethorpe* (AKA 100), U.S.S. *Rankin* (AKA 103) and U.S.S. *Thuban* (AKA 19). Each landing craft here gets its allotted load, the load determined by the "serial number" assigned.

As each craft is loaded, it pulls away from the ship to join a "boat group" circle nearby. At a signal, sent by radio from the control vessel near the beach, the boat "peels off" from the circle, joins its proper wave and moves toward the surf line. By this time the first wave of boats has reached the "line of departure" (where the control vessels lie) and is all set for the final sprint through the surf.

Suddenly it happens! An aircraft penetrates the Combat Air Patrol and reaches its target. If you were witness to an actual war scene you would now see a great, brilliant flash or light somewhere off the



**AERIAL VIEW** of amphibious operation in World War II shows landing craft 'hitting' beach in orderly waves as ships offshore bombard the enemy.

beach. Immediately a white, doughnut-shaped ring forms above the water, seeming to hang suspended for an instant, then dissolving from the heat of the ball of fire that flares up on the spot.

The ball of fire glows, then dies, being replaced by the familiar mushroom-shaped cloud which surges, writhing, struggling upward. Invisible waves of radiation reach out in all direction. Unseen but felt, the shock wave hurtles outward to pound the ships like so many giant hammers, widening the range of destruction.

This mushroom cloud, of course, is the tip-off to a real atom bomb.

When the "enemy" plane broke through the Combat Air Patrol and dropped its "bomb" off Blue Beach during LanTagLex, the atomic air burst was simulated by a jet plane describing a circle of smoke in the sky above the landing area.

Umpires aboard ships of the force immediately pick up a prepared damage pattern which will show them the area of destruction and damage that would have been caused by an actual bomb.

The control vessel *Hall* is at once declared out of action, "sunk" with all hands probably lost. Five full waves of LVTAs heading for Blue Beach are presumed sunk although

three previous waves have gained the beach and are safe. Another control vessel, two LSTs, two dock landing ships and several subsequent waves of landing craft are judged to have suffered heavily from the instantaneous radiation which undoubtedly would have meant death within a short time for many topside. These ships and craft, most of which would have also suffered from the shock wave and from fires topside, are declared out of action either permanently or for considerable periods of time (depending on repair estimates).

But the "blast," powerful and destructive as it was in this case, has failed to catch the invasion force completely off guard. Knowing the Aggressor had the capability to deliver an atomic weapon, the U. S. force had taken measures to guard against it, or failing that, to minimize its effect. As a result, ships are widely dispersed to cut down the extent of destruction in the transport area.

Already the initial confusion caused by the "bomb drop" is being overcome and the strings of command are being brought together once more. Landing craft waves are ordered to regroup and await further instructions. Radioactivity monitoring parties embarked in LCUs are summoned into the now-calm blast area. Casualties are rescued from the water and from sinking ships and transferred quickly to a nearby LST which is equipped to handle all injuries resulting from the invasion, including atomic casualties. Salvage and rescue work is begun where practicable. Aircraft overhead are warned to avoid the explosion area and the drifting—and highly radioactive—"fall-out" cloud.

Faced with the unpleasant facts of the explosion, the task force commander must make a decision: What to do about the landings over Blue Beach?

He has several alternatives. He can stop the flow of men and material over Blue Beach entirely and shift everything down the coast to White Beach. Or he can stop the flow to Blue Beach and set up the alternate Green Beach. Or he can attempt to continue operations at Blue Beach.

As the facts come in, he finds (1) there has been little damaging effect to the Blue Beach area itself (2) the water off Blue Beach holds little residual radiation (3) boat control



**MODERN F9F Panther** jet fighters — used to support ground forces — are catapulted from flight deck of *USS Midway* (CVA 41) during amphib exercise.



could be assumed effectively by other control vessels, and (4) there need be no slow-down of the flow of supplies from the transport area.

With these favorable facts in hand, he makes up his mind and issues the order: "CONTINUE NORMAL LANDING OPERATIONS AT BLUE BEACH."

Meanwhile, down the coast several miles at White Beach, landings are proceeding according to schedule. Since the White Beach organization is completely independent of Blue Beach, the atomic detonation has caused no confusion here. The nine-ton LCVs, 25-ton LCM "Mike" boats and the larger, 180-ton LCUs continue to form up in the transport area, churn up to the line of departure, get their orders from the control vessels and speed on into the beach.

Two pontoon causeways have been brought in by LST and now jut out through the pounding surf. Out of the bow door of each LST come the tanks, troops and heavy equipment—the bulldozers needed to push through roads, the surf cranes to lift beached landing craft out of the surf and put them back in deep water again, the tractors to mule-haul heavy stuff around the beach area.

The beach itself, deserted 12 hours before — has become a sprawling, driving, armed American camp at the water's edge. Huge square colored markers have been stuck in the sand to guide boat waves in and mark the locations of such spots as communications centers, first aid and evacuation points, ammunition and fuel dumps, Navy beachmaster headquarters and Marine Corps shore party headquarters.

The Marine assault force, its vital equipment brought ashore in the early waves, has begun its drive toward the airfield, its rifle companies spearheaded by the LVTAs and tanks which are now beginning to join up. Several miles inland, the Leathernecks run into their first solid opposition—enemy mortars firing at them from a reverse slope.

In a case like this, the Marine commander knows that naval fire will be of little help. Its flat trajectory won't permit it to catch the backside of the slope. So he calls for close air support.

This brings into play the tactical air control system of the amphibious invasion. It works like this—



HELICOPTER Transport Squadron moves toward beachhead after leaving carrier flight deck during 'triphibious' operations at Onslow Beach, N. C.

A small "Tactical Air Control Party," consisting of a veteran Marine pilot, several enlisted runners and a radioman, is attached to the attacking ground troops. When the ground commander needs help from the air, he tells the TACP officer who relays the request with his own advice to the amphibious flagship, in this case *U.S.S. Mt. Olympus*.

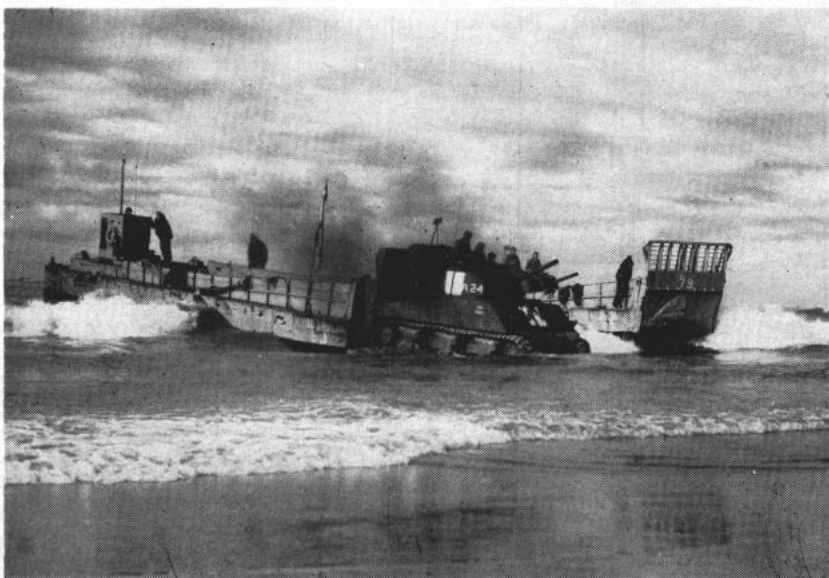
This request is received in a bustling compartment within the flagship known as the "Support Arms Control Center." Here a group of naval aviators, supplemented by a Marine, an Army and an Air Force officer, sit around an H-shaped table surrounded by status boards on

which are displayed the status of all the supporting aircraft.

This busy spot is the central dispatching point for all aircraft flying close support missions against the enemy. From here planes are sent screaming down to blast bridges, knock out an important radio or radar station, blow up an enemy supply or ammunition dump, blast a crater in a section of railroad track or accomplish a multitude of other missions in support of the troops fighting on the ground.

In LanTagLex the TACP men ashore and the support air control center afloat are kept on the jump.

(Continued on page 34)



TANK CROSSES ramp of landing craft to take its place in invasion scheme. Modern amphibious operations require use of land, sea and air components.

# Here Are the Ships and Landing Craft T

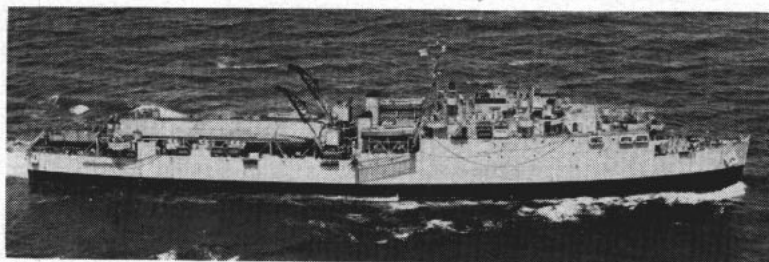
(Not shown are the following amphibious vessel types: IFS (Inshore Fire Support Ship), PCSC (Control Submarine Chaser, 136') and PCC



**AGC — Amphibious Force Flagship.** Also known as 'headquarters ships,' AGCs carry elaborate communications gear for operations. Utilized to command amphibious group.



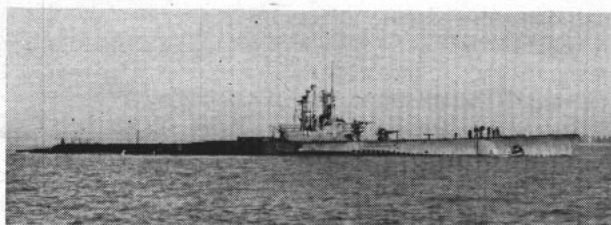
**AKA — Attack Cargo Ship.** This type is especially designed to transport supplies, ammunition, etc., during amphibious operations.



**LSD — Dock Landing Ship.** From its drydock-like well, the LSD discharges its bevy of landing craft. The vessel remains offshore during amphibious operations.



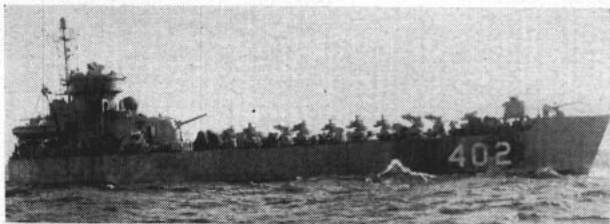
**LST — Tank Landing Ship.** Used extensively during amphibious operations, the LST is redesigned to increase troop accommodation.



**ASSP—Transport Submarine.** Converted from Balao-class ASSTs, ASSPs carry underwater demolition teams and reconnaissance troops.



**LSM—Medium Landing Ship.** LSMs can carry five tanks, troops and other equipment needed for amphibious assaults.



**LSMR — Medium Landing Ship (Rocket).** These ships carry 10 automatic rocket launchers and a five-inch gun.



**SCC — Control Submarine Chaser.** Redesignated SCs, used for small craft control.



**LCU—Utility Landing Craft.** LCUs are the basic amphibious work horse.



**LCVP — Vehicles-Personnel Landing Craft.** LCVPs carry vehicles or troops.



**LCPL — Personnel Landing Craft (Large).** LCPLs carry boat wave commander.



**LCM-3 — Mechanized Landing Craft.** LCM-3 is designed to carry tanks and other heavy equipment.

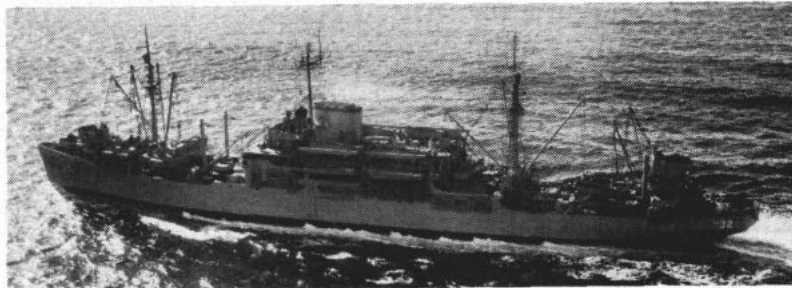


# at Perform in Amphibious Operations

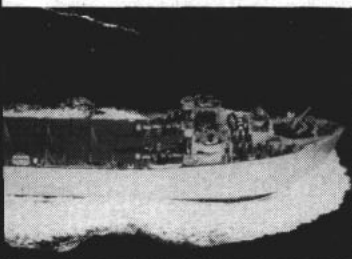
Control Submarine Chaser, 173') The IFS is still under construction; most of the other vessels are out of commission or in the Reserve Fleet.)



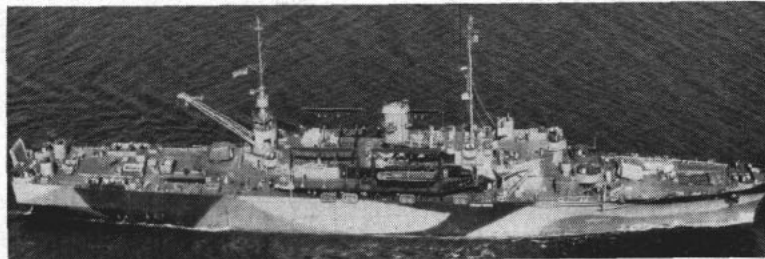
y equipped to carry assault loaded cargo  
ous operations. AKAs are also armed.



**APA — Attack Transport.** These vessels are designed to transport troops for amphibious assault. As in the case of AKAs, APAs are armed for purposes of defense.



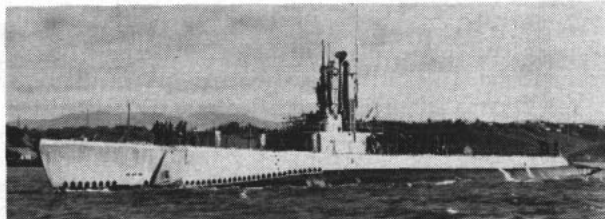
in World War II, the LSTs have been  
ns, tank, vehicle and cargo capacity.



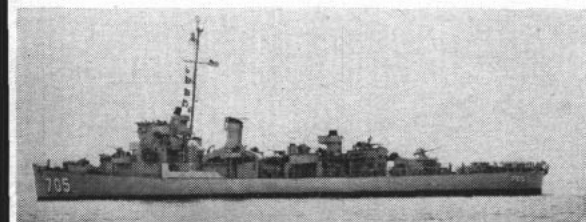
**LSV — Vehicle Landing Ship.** Converted from netlayers and minelayers during World War II, LSVs carried 40 LVTs and 800 troops. They are now in the Reserve Fleet.



**APD — High Speed Transport.** APDs are converted escort vessels, designed for hit-and-run operations.



**ASSA — Cargo Submarine.** These undersea vessels are included in Navy's over-all amphibious warfare planning.



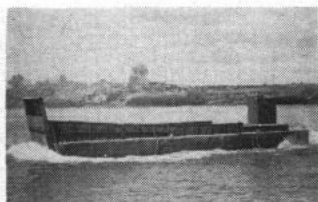
**DEC — Control Escort Vessel.** Several DEs have been redesignated as DECs; are used to control boat waves.



**PCEC — Control Escort.** Certain PCEs have been redesignated as amphibs, in control of landing craft.



Landing Craft  
troops, tanks.



**LCM-6 — Mechanized Landing Craft** is an enlarged version of the LCM-3.



**Nine-man rigid inflatable boat** is propelled by motor or paddles.



**Four-man rigid inflatable boat** is designed for reconnaissance work.

## TRIPHIBIOUS OPERATIONS (cont.)

The request for help in eliminating the two mortar locations is passed to the evaluator in the center. The evaluator, after first checking with the naval gunfire support group located close at hand, plots the location of the mortar opposition on a wall map, and then calls by radio two F2H *Banshee* pilots who are already in the air in the vicinity. He briefs them on the mission, giving them coordinates of the location, the target to be hit and the ammunition to be used.

Within minutes, the flight leader reports back to say the target has been attacked and neutralized. The Marine air control party with the troops reports in to confirm the pilot's damage estimate and the Leathernecks push ahead on the road to the objective.

Backed up with such close coordination with the air arm, and buttressed by a steady flow of reinforcements and equipment from the beachhead, the Marine assault force has now completed its planned pincers movement and joined up within a few days with the holding force at the airfield. With this, the major objective of the landing has been accomplished: to make a lodgment in the enemy-held mainland, neutralize the airfield and establish

a perimeter from which a full-scale attack can be launched by regular ground troops.

With exercises like LanTagLex-54, the Amphibious Force and the Marine Corps are continually answering the question "How ready is this force to meet an actual future challenge?"

Like the record-breaking potential of a promising runner, the invasion readiness of the Amphibious Force can be pretty well judged from its performance in realistic maneuvers. Moreover, both the runner and the amphibious force can be graded primarily on how much time it takes to accomplish the mission at hand.

Except for certain variable factors like heavy mining (which could probably be spotted and neutralized in wartime) or the effect of the detonation of a nuclear weapon (which could probably not completely knock out a well-dispersed landing force), planners can get a pretty good idea of how well their force could perform were it sent into action tomorrow.

And the Force is busy improving itself. Already this year, PhibLant alone has conducted the following exercises: "Sentry Box 54," a landing operation designed to give am-

phibious training to Puerto Rican National Guardsmen; "TraEx 2-54," a training exercise held at Vieques, P. R.; "TraEx 3-54," a similar exercise held off Onslow Beach; "LanTagLex" described here; and similar exercise held off Onslow Beach; "LanTagLex" described here; and "Packard V," a combined helicopter and landing craft assault.

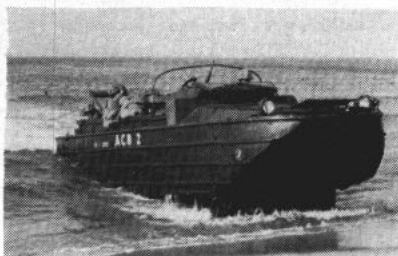
As one of the staff officers of Amphibious Group Four, the umpire group at LanTagLex, remarked, "We're always in the midst of one operation, planning for the next and writing up the last one!"

How ready is our "triphibious" navy to meet a challenge? As LanTagLex and other similar dress rehearsals along both coasts prove, the U. S. Amphibious Force today is a "force-in-being," a well-integrated fighting machine that could be sent at almost a moment's notice to any trouble spot in the world.

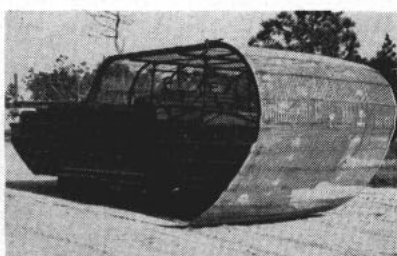
The very threat of this weapon in the hands of the U. S. serves as notice to any potential aggressor that it could be used against him with possible devastating effect—as indeed it was at Inchon.

This year, as the Amphibious Force marks its 12th anniversary, the officers and men who man its many ships plan to keep it that way.

### These Are Navy's Amphibious Vehicles That Operate Afloat and Ashore



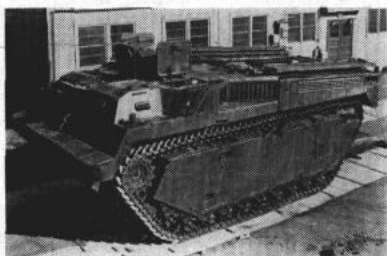
DUKW—These vehicles plow ashore, carry troops and equipment direct to destination.



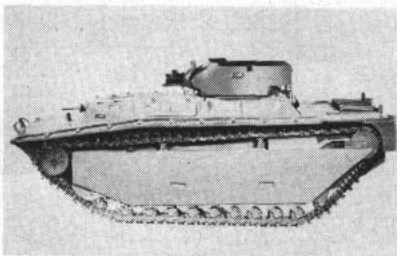
DUKW (Mat-laying) is used to cover sandy terrain, prepare emergency airstrips.



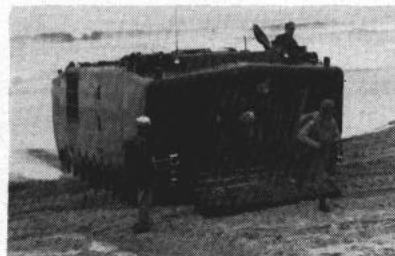
LVT-3—Tracked Landing Vehicle. An amphibious vehicle used in World War II.



LVT-3-C — Covered version of LVT-3, it's used to carry men, equipment ashore.



LVT(A)-5 — Tracked Landing Vehicle. It carries a 75mm howitzer as armament.



LVTP-5 — Tracked Landing Vehicle (Personnel) is faster, more maneuverable.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Landings in the Pacific

In two separate maneuvers in the Pacific, naval amphibious forces have taken the measure of their operational readiness. One landing force hit the beach at Okinawa, the other on the coast of Korea.

The Okinawa operation was a two-week exercise involving Navy, Army and Marine Corps fighting units.

Navy surface elements and Marine aircraft from the light carrier *uss Wright* (CVL 49) supported the Army's Okinawa-based 29th Regimental Combat Team. The landing party, embarked in amphibious vessels, was opposed on the beach by Marines of the 2nd Battalion, 9th Marine Regiment, Third Marine Division. During the "battle" for the beach, Navy underwater demolitions teams and salvage repair units operated offshore.

Supporting the landing party were *Wright* and her aircraft, *uss Manchester* (CL 83) and *uss Mt. McKinley* (AGC 7) in addition to two high speed transports, two dock landing ships, an attack cargo ship, a landing craft repair ship, six LSTs and three LCMRs. Altogether, more than 6000 Navymen took part.

In the other operation, held the week before at Sokcho-ri, Korea, Marines of the 7th Marine Regiment stormed ashore to climax a week of intensive ship-to-shore training and maneuvers.

Gunfire support from Navy surface vessels and Marine aircraft aided the landing party in gaining its objectives and likened the landing to an actual combat encounter. While the Marines moved ashore, attack transports, cargo ships and other naval vessels maintained a constant alert for possible air attack and conducted mine warfare operations offshore.

Defensive units ashore (a Marine rifle company), employed guerrilla tactics throughout but were finally "defeated" by the landing units. Following completion of the landing and seizure of the objectives inland, the Leathernecks were re-embarked in the ships for the return voyage to Inchon.



ATOMIC-AGE sailors take part in atomic - biological - chemical attack drills on board *USS Missouri* (BB 63).

## 'Flying LSTs' To Join Navy

The Navy's first "flying LST" is scheduled to go into service late this year with the Fleet Logistic Air Wings, Pacific, at Alameda, Calif.

A water-based plane that can land guns, trucks, supplies or an assault company of Marines directly onto an enemy beach—like the famous landing craft of World War II—is in production for the Navy.

The new plane is a "bow-loader" version of the Navy's water-based turboprop transport, the four-engined R3Y-1, *Tradewind*. It is designated the R3Y-2 and retains the same high performance characteristics of the regular transport.

For an assault operation, the R3Y-2 lands in offshore waters and taxis to the beach. When the hull touches the sand, the bow opens upward much in the same manner as the luggage compartment on an auto-

mobile.

A ramp is then dropped and the loaded vehicles or troops debark directly onto the beach.

To pull off the beach the pilot simply reverses the propellers and backs away. A 30-second taxi run lifts the 80-ton plane into the air for the return trip.

The bow-loader can fly 24 tons of cargo. The main deck, made of magnesium for strength without excessive weight, is 88 feet long and more than nine feet wide.

The cargo deck stretches back from the bow door on one level, unbroken by bulkheads or other obstructions. The cleared load space was achieved by concentrating the five-man flight crew on a higher deck in the bow and by compartmentizing the hull below the cargo deck, as in modern ship construction. Compartmentation gives the hull superior strength as well as water-tight integrity.

The R3Y-2 can carry four 155-millimeter howitzers, three 2½-ton trucks, six jeeps, two half-tracks or several other types of military equipment. The bow door opening is eight feet four inches wide and six feet eight inches high.

A multi-purpose airplane, the R3Y-2 can be fitted with 103 demountable, rearward-facing seats for normal transport operations.

The flying LSTs have a range of more than 2000 miles and a faster rate of climb than many World War II fighter planes. Powered by four turboprop engines developing a total of approximately 22,000 horsepower and driving contra-rotating propellers, the R3Y-2s feature air conditioning and pressurization systems.

## WAY BACK WHEN



On 28 Aug 1787 John Fitch demonstrated the first steamboat experiment, steaming at three miles an hour on the Delaware River using 12 mechanical oars. 14 Aug 1900 Allies ended the Boxer Rebellion at Peking. On 15 Aug 1914 the Panama Canal was finished and informally opened to traffic. 7 Aug 1942 the first large-scale amphib invasion of the Pacific took place when the First Marine Division landed on Guadalcanal in the Solomons. 3 Aug 1952 the United Nations Forces in Korea set up a Pusan perimeter defense behind the Naktong River.



MIDWAY HONORMAN—Gus D. Lane, SD2, USN, receives letter of commendation from CAPT W. H. Ashford, Jr., USN, CO of USS Midway.

### Midway Selects 'Honor Man of the Year'

A new name has been added to a permanent plaque on the quarter-deck of the carrier *uss Midway* (CVA 41) which serves the unique purpose of recording the names of Navy-men chosen annually as the flattop's "Honor Man of the Year."

Each year this award is granted to the man whose "exemplary qualities and leadership ability" have most benefited the ship throughout the year. The plaque reads: "Named here are the men of the *uss Midway* who by their devotion to duty and wholehearted interest in their shipmates have made a lasting and honored imprint in the log of this great ship."

The latest name on the list is Gus David Lane, SD2, usn. Quiet-talking and unassuming, Lane is a long-time *Midway* man, having been aboard the 45,000-ton carrier

almost nine years. He has rated a perfect score in leadership and proficiency in rate since September 1949, and has been tops in conduct since September 1947.

According to his division officer, he is the type of man "who will pitch in and help his fellow shipmates on his own initiative and who serves as a sort of father-confessor and counsel, extending advice to any of the men in his division who want it.

"He entered the Navy with only a meager education, developed and matured under the opportunities of the Navy's educational system, and has given the Navy in return a full measure of faithful service."

A letter of commendation from the commanding officer accompanies Lane's selection for the yearly honor.

### They Rolled Up Their Sleeves..

Navy-men, Marines and civilian workers at the U. S. Naval Shipyard, Boston, Mass., have donated more than 25,000 pints of blood since the Red Cross program got under way in 1948—and they're still giving.

The bloodmobile visits the yard at regular intervals and personnel willingly roll up their sleeves because they have actually seen "their" blood in action.

Last fall when a terrific explosion aboard *uss Leyte* (CVS 32) killed

37 workers and injured 39 others—and then again three weeks later when a blast aboard the merchant ship *Black Falcon* injured many more workers—blood from the Boston Blood center was rushed to the scene. Only the skill of medical personnel and the supply of blood on hand prevented more deaths, authorities stated.

From these first-hand experiences, personnel at the Navy Yard have seen the value of blood in an emergency. They know and they give.

### Canopied Lifeboat

Canopied, CO<sub>2</sub>-inflatable life boats are now being supplied active fleet vessels to replace the familiar buoyant nets and balsa-wood life floats.

The new 15-man boats, which contain 100 pounds of survival equipment, come packed in a handy carrying case which measures about two feet by three feet by five feet. Inflated, the package becomes a canopied boat more than 15 feet in length, seven feet wide and with two-and-a-half feet of head room.

Exposure to the extreme cold of northern waters or to the heat of the tropics and other variables in the elements will probably hasten death more than any other natural factor. Designed to protect survivors against such variables, the boat has an insulating double bottom and a double canopy with two ports. Entry into the raft is gained through the after port, which is also used for ventilation in cold climates. Body heat of the survivors will warm the air inside the boat to about 70 degrees even in very cold weather.

In tropical areas both ports are opened for ventilation. The bright yellow-orange canopy reflects heat and helps attract the attention of passing ships or planes.

Equipment in the boat pack includes: de-salting, first aid and signal kits; 30 pounds of rations; 50 pounds of canned drinking water; dye sea marker, sponges, flashlight, whistle and a jackknife. Four paddles, lifeboat repair kit, two hand inflation pumps and a sea anchor are also contained in the boat.

The preferred method of launching is to inflate the boat on the deck of the ship and lower it to the water by lines. In emergencies, however, the boat pack may be thrown into the water from any height up to 50 feet without damage. Less than 30 seconds after the quick release cable is pulled, the boat—if properly packed—will automatically shed the carrying case, inflate itself right-side-up and flip up its insulating canopy.

Approximately 10,000 of the new boats have already been issued to fleet vessels and new construction ship's, and the present procurement rate is expected to make them available to the entire fleet within three years. A training film is now being prepared to instruct Navy-men in the proper care and use of the craft.



## 50 Years of Engineering Service

This year the U. S. Naval Engineering Experiment Station at Annapolis, Md., celebrates its 50th year of engineering service to the Fleet.

In 1903 Congress authorized funds for the Engineering Experiment Station and the following year the station went into operation. The original investment was \$400,000 and the mission of the new station was "to test and determine the suitability of certain steam machinery for use in naval vessels."

Today the Experiment Station has a plant value of \$12,000,000. Its mission has broadened to include the testing and development of new types of power plants and propulsion systems, the quieting of naval machinery to reduce the danger of detection by enemy listening devices and the continuing improvement of naval machinery, equipment, materials, fuels and lubricants.

From the beginning testing fuels and lubricants has been a major project at the station. In the early days it was the job of the personnel at the station to develop a specification to insure that the Navy obtained types of coal that would give the maximum steaming radius with the least amount of trouble to boilers and personnel. There were also questions on storage and handling of fuel to avoid the danger of spontaneous combustion.

Another early major project was the investigation of boiler corrosion. After a thorough study of the problem, Station engineers were able to provide the Navy with a cheap,

practical boiler water compound which greatly reduced corrosion.

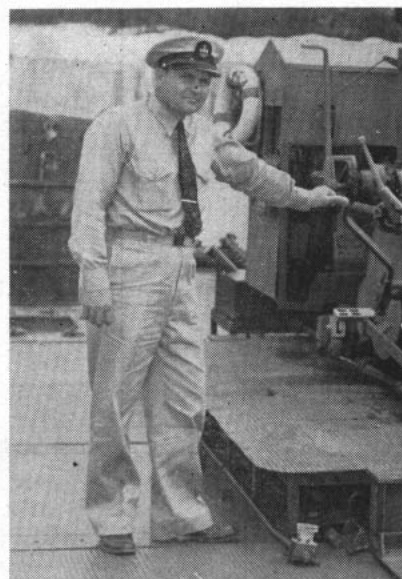
The Station also developed a standard procedure for testing boiler water, a procedure which was later used aboard all large naval vessels. As a result, the Station was credited with having made the life expectancy three times as long and with having reduced the cost of boiler compounds from 23 to three cents per pound.

The period of greatest growth at the Station was during World War II when the number of personnel almost doubled. The staff was increased from 600 in 1941 to 1103 in 1944. At present there are approximately 1000 civilian employees and 13 naval officers at the station, all working toward effective engineering development in the Navy.

## 4300 Miles Per Hour

In tests conducted at White Sands, N. M., the Viking XI rocket has pierced 158 miles into the sky, traveling at the speed of 4300 miles per hour. That's 22 miles higher than any other single stage rocket has ever gone.

However, the purpose of these rockets is not actually to find out "how far is up," but rather to gather important scientific data on the way. Instruments installed in the space normally used for a warhead relay messages by radio to trained observers on the ground. This data in turn is analyzed and studied for contributions to meteorology, radio communications, design of guided missiles, basic nuclear research, weather forecasting and aviation medicine.



**SALVAGE CHIEF**—Floyd H. Coleman, BMC, USN, was commended for salvage work under dangerous conditions.

## Chief Solves Salvage Problem

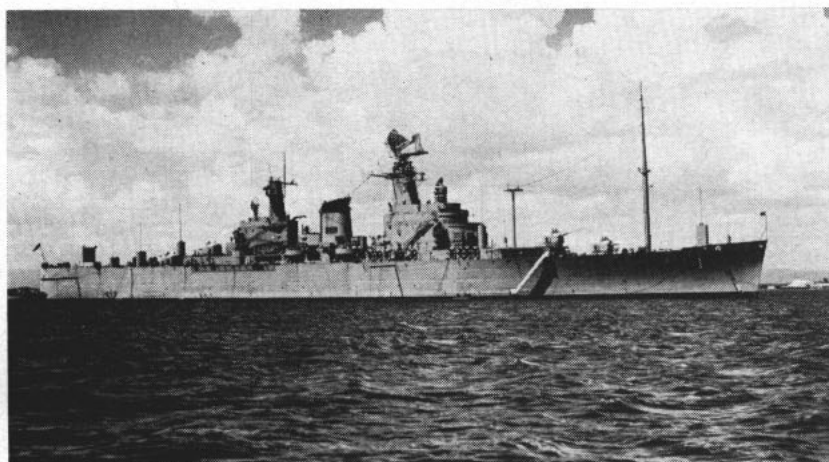
A chief boatswain's mate, skipping a warping tug off New River Inlet, N. C., successfully salvaged a self-propelled barge despite dangerous conditions.

Floyd H. Coleman, BMC, USN, who had just finished a sleepless 24 hours participating in assault operations, was headed for the inlet when he spotted the barge. It was aground on a sandbar, being battered by heavy surf.

Guiding his craft through a maze of shoals and sandbars, the chief anchored near the barge. He proceeded to try all standard procedures for salvage, but none of them worked. One of the two screws on his tug was broken during the maneuvering.

Thwarted thus far, Chief Coleman now had a flash of inspiration. He dropped a second 3000-pound anchor close aboard the stranded barge and ran his bow line to this anchor through a block secured to the barge, thereby doubling the effective pull. This device was successful.

Chief Coleman, who has been on duty with Amphibious Construction Battalion Two since 1951, received a commendation from RADM H. P. Smith, USN, ComPhibGru Two, for "prompt action and outstanding seamanship, as well as for leadership in a situation that resulted in the successful salvage of the barge."



**TACTICAL COMMAND SHIP**—USS *Northampton* (CLC 1) is shown moored in Guantanamo Bay, Cuba. She is now attached to CruDivTwo of BatCruLant.

## TODAY'S NAVY

### Glacier Will Head North

Slated for launching late this month in Pascagoula, Miss., is the Navy's latest icebreaker, *uss Glacier* (AGB 4). Designed to support both offensive and defensive operations, as well as to supply arctic bases, she is expected to be the prototype for future breaker construction.

Statistically, *Glacier* is larger in every way than *Wind* Class icebreakers, such as the Coast Guard's *Northwind* and the Navy's *Burton Island* (AGB 1). Over-all length for the new type is 310 feet, with a 74-foot beam and 28-foot draft. The AGB 4 has a propulsion system consisting of two 10,500 hp. electric motors, each 15 feet in diameter and weighing 108 tons. Power for the motors will be supplied by 10 diesel-driven generators. The ship's complement will be approximately 300 enlisted men and 20 officers.

*Glacier*, with increased power and weight, is capable of breaking through very thick ice.

The ship's "heeling" system can shift thousands of gallons of water from side to side of the ship in a matter of a few seconds, creating a roll of some five degrees, which will help the breaker "shoulder" her way through the ice.

Also, her stern has been designed to project on either side of the screws, lessening the danger of their being sheared off by ice.

A helicopter landing platform, fit-

ted over the vessel's fantail, will adjoin a hangar large enough to stow two whirlybirds and contain all facilities for maintenance and repair.

Below decks, many "habitability" features have been incorporated into the ship. Quickly removable aluminum panels, now being evaluated for general use by the Navy, will sheath bulkheads and overheads. Lighting will be softer and glareless. Rumpus rooms with cushioned chairs and lounges adjoin berthing spaces, and a large crew's lounge opens off the main messing area.

The mess hall looks almost like a fancy new restaurant, with plastic-topped tables and swivel chairs with backs, all fastened to the deck to prevent sliding.

In the crew's berthing spaces each man will have his own bedlamp, and a small personal-effects locker attached to each bunk will hold all the odd items which used to wind up under the mattress.

Lockers are large enough to stow arctic clothing in addition to regular gear. Built-in metal laundry hampers under the ladders will do away with bulky canvas laundry bags. Two inches of insulation will be between the *Glacier's* sailors and that cold steel deck when they get up.

Cork lining on the inner surface of the double hull, and newly-developed fire retardant spun wool, are used to insulate the ship against extreme below zero temperatures.

### Navy's Newest DE

*uss Dealey* (DE 1006), the Navy's newest escort vessel, has been commissioned at the Boston Naval Shipyard.

Named for the late Commander David Dealey, USN—a Medal of Honor man in World War II—the 314-foot vessel is designed for anti-submarine warfare and convoy escort duty.

The new ship, built at Bath, Me., has a complement of nine officers and 140 enlisted men. She has a displacement of about 1850 tons and houses a single-screw geared-turbine engine which may be manufactured rapidly and which reduces the requirements for critical machinery parts.

Driven by more than 20,000 horsepower, *Dealey* is only slightly longer than the 306-foot escorts of World War II, but she is expected to be far more effective as an ocean escort.

In addition to the latest underwater and anti-submarine armament, the ship is provided with modern lighting, air conditioning in all vital control spaces, and has many conveniences for crew members. Individual lighting over each man's bunk will be included. Other conveniences: washroom and water closet spaces located adjacent to berthing spaces; messing facilities allowing for more space per man; large lockers for stowage of clothing and laundry facilities including a dryer and presser.

### Non-Stop Airship Flight

Following anti-submarine warfare training in the Caribbean, a Navy crew in a ZP3K airship made the long flight home from Guantanamo, Cuba, to Lakehurst, N. J. in one non-stop flight.

One of the longest flights to be logged in recent years for this type airship, the 1250-mile, over-water voyage took 31 hours. The airship, K-80, was operating with Airship Squadron Three of the Air Force, Atlantic Fleet. In World War II blimps of similar type flew from Bermuda to the Azores, a distance of approximately 1800 miles.

During routine operations in the anti-submarine exercise, the blimp's crew spent many hours on their own time figuring the angles on their forthcoming big hop, working out the best route to take, best altitude and power settings.



OFF ON LONG FLIGHT—Airship K-80 takes off from NAS Guantanamo Bay, Cuba. She made 1250-mile non-stop flight to Lakehurst, N. J., in 31 hours.



## Endurance Record for Blimps

A U. S. Navy blimp broke the world endurance record for a crew and aircraft by remaining aloft without refueling or reprovisioning for more than 200 hours.

The Navy ZPG2 airship from U. S. Naval Air Station, Lakehurst, N. J., was undergoing BIS (Board of Inspection Survey) trials. It stayed in the air 200.2 hours, breaking the previous endurance record of 170.3 hours set in 1947 by another Lakehurst-based airship.

The airship cruised along the Atlantic coast, to Bermuda over the Caribbean Sea and the Florida Keys. At the time the record was broken the ship was flying over Miami, Fla.

The 342-foot blimp with a helium capacity of more than 1,000,000 cubic feet, traveled 2660 miles and consumed 2400 gallons of gasoline during its record flight.

The purpose of the flight was to test the ship and its equipment before it is officially accepted by the Navy. After acceptance, the airship and other new airships of the same type will be assigned to the Atlantic Fleet for active use in the patrol and anti-submarine forces under Commander Air Force, U. S. Atlantic Fleet.

## Away the Landing Party, Away

A Navy carrier now has a landing party on board that can meet any emergency ashore.

To get this know-how, more than 200 men in the landing party of *uss Randolph* (CVA 15) attended weekly training sessions on subjects ranging from light machine guns and M-1 rifles to field first aid and combat formations and signals.

The ship's landing party consists of a nucleus of Marines, with the majority of the unit composed of crewmen from the engineering, gunnery and air departments. Marine non-commissioned officers from the ship's detachment, all Korean veterans, served as instructors in putting the Navymen through their paces.

Halfway through the training, all members were required to fire a familiarization course with the rifle, carbine and sub-machine gun.

Targets for the "sharpshooters" were towed balloons. After a few somewhat ragged attempts, the firing line caught on to the tricky wind currents and began knocking down balloons with marksmanlike skill.



**RUST FIGHTERS**—One of the most important jobs of the Columbia River Group is the sandblasting and painting operations using compressed air equipment.

## Fleet Communications Center

A powerful, new Navy communications facility is being erected at Norfolk, Va., and is scheduled to go on the air by March 1955.

Designed to keep the Navy's various Norfolk commands in touch with the most far-flung warships of the Atlantic Fleet, the new facility will provide for the rapid, automatic transmission and reception of messages.

It will consist of:

- The "brain" or headquarters, which will be located in a new building on the Norfolk Naval Base.
- The "voice" or transmitter, which will be at Driver, Va., 14 miles west of Norfolk.
- The "ears" or receiver, which will be at Northwest, Va., 27 miles south of the city at the North Carolina state line.

The headquarters building will be a reinforced concrete building—windowless, splinterproof and air conditioned. It will contain equipment and personnel to relay messages between the various commands and the transmission and receiving points.

The transmitter equipment at Driver will be located in a similar building. In addition there will be one 800-foot transmitting antenna, plus four 300-foot towers, a 225-footer and dozens of smaller antennas and poles of varying sizes to carry directional signals.

The receiver site at Northwest is

set in the middle of approximately 5000 acres of land. The equipment will be housed in a concrete building sporting two circles of directional antennas. Beyond that, an area 600 feet wide is being stripped of all buildings and trees to prevent interference.

When the new communications facility is put into operation it will make it possible for messages to be sent direct to all ships in or attached to the Atlantic Fleet.

## Big-Hearted Chief

The 90-man crew of *uss Chief* (AM 315) has given 75 Korean war orphans two Christmas parties, one at the regulation date and a second one recently.

After the original Christmas party, at which the children presented a half-hour program of songs and skits and enjoyed a feast supplied by the Navymen, the crew kept remembering the children.

They decided to hold a raffle, with the proceeds from the raffle going toward clothing for the orphans. Within three days they collected \$200 for their second Christmas shopping.

With the money they purchased 50 pairs of shoes, 100 pairs of socks, 50 tee-shirts, two gross of pencils, one gross of school tablets, 100 bars of soap, a large clock for the school room and material for over 50 suits.

# Navy Runner-Up in Service Track Meet

Navy track and field stars gave fine performances but the Sea Service team lacked depth as Army won the 1954 Inter-Service Track and Field championship for the second consecutive year.

Eight records fell to the onslaughts of champion athletes from the Army, Navy, Marine Corps and Air Force in the second annual running of the meet, held this year at Camp Lejeune, N. C.

Army athletes set new marks in the 880-yard run, 440-yard relay and the shot-put; Navy tracksters bettered old marks in the 220-yard dash and the discus; Marine stars chalked up new records in the one-mile run and the 220-yard low hurdles; and an Air Force speedster set a new mark in the 440-yard hurdles.

Army scored 113-1/3 points in the 21-event meet. Navy finished second with four first places and 49 points, followed by the Marines with 33-2/3 and Air Force with 20.

The two-day affair saw a number of outstanding exhibitions of speed and strength by the athletes from the various services. One of the greatest sprinting exhibitions ever witnessed at Camp Lejeune's Liveredge Field was provided by the Navy's Fred Lucas, SN, USN, of NTC San Diego, Calif.

In the trial heat for the 220-yard dash, Lucas broke the old record by

**MIGHTY HEAVE** — Ron Drummond, DT3, USN, tosses discus 162 ft., 9 1/2 in. to win Inter-Service championship.



**HIGH FLYER**—James Terry, SN, USN, poles over the bar at 13 ft., 7 in., to set new All-Navy record during the annual Track and Field tourney.

eight-tenths of a second with a 21.1 seconds time. With less than 45 minutes rest, Lucas then broke his short-lived record in the finals with a time of 21 seconds flat. Even this effort wasn't Lucas' best of the season. In the 11th Naval District meet earlier this year, he ran the 220-yard event in 20.7 seconds.

A day before his record-setting performances, Lucas had bettered the Inter-Service record in the 100-yard dash with a 9.6-seconds time—but it didn't count because of a five-and-a-half knot following wind.

After breaking the 220-yard record twice in less than an hour, Lucas joined the Navy's 440-yard relay team to push the Army to a new title. Because of his almost unbelievable endurance, good sportsmanship and ability, Fred Lucas was voted the "Outstanding Athlete" of the meet.

The other Navy athlete to crack an Inter-Service record this year was Ronald Drummond, DT3, USN, of NTC San Diego. Drummond tossed the discus 162-ft. 9 1/2-in., bettering the old mark by 6-ft. 6-in. A week earlier, however, Drummond had an even better throw, 169-ft. 4-in., to win the All-Navy meet.

Lavern Smith, SN, USN, of USS *Hancock*, (CVA 19), won the high-jump title, but he had to share his crown with Soldier Vern Wilson,

of San Francisco, Calif. The two tied at 6-ft. 6-in., one-and-one-half inches shy of the record held jointly by former Navy dentist Ken Weisner and Tom Whetstone, SN, USN.

The Marine's Wes Santee and the Army's Billy Tidwell staged a spectacular duel in the half-mile race. Former competitors in high school days back in Kansas, Santee and Tidwell matched strides as they began to outdistance the field. In the far turn of the last lap, Tidwell gave a tremendous show of reserve strength as he pulled away from Santee to cut the tape in the record-breaking time of 1-min, 51.8-secs., one second better than the old Inter-Service mark.

Earl Putnam, 6-ft. 6-in., 305-lb. soldier from Fort Ord, Calif., easily outdistancing the field in the shot-put event as he sent the shot 54-ft. 1 1/4-in., almost two feet better than the old record.

Here are the summaries of this year's Inter-Service Meet:

**100-yard dash**—Fred Lucas, Navy; Ollie Matson, Army; Bob Ulrich, Air Force; Alex Litman, Army. Time: 9.6 secs. (Record disallowed because of wind).

**220-yard dash**—Fred Lucas, Navy; Ollie Matson, Army; Len Noles, Navy; George Brown, Army. Time: 21.0 secs. (New meet record)

**440-yard run** — Walter Burnett,



Army; Ramon Lopez, Navy; Carl Joyce, Marines; Henry Cryer, Army. Time: 48.6 secs. (New meet record)

**880-yard run** — Billy Tidwell, Army; Wes Santee, Marines; Lang Stanley, Army; Henry Cryer, Army. Time: 1-min. 51.8 secs. (Record)

**One-mile run**—Wes Santee, Marines; Fred Dwyer, Army; T. Wheeler, Army; Joe La Pierre, Army. Time: 4-min. 12.6 secs. (Record)

**Three-mile run**—Wes Santee, Marines; Joe Tyler, Navy; Art Garcia, Marines; James Brown, Navy. Time: 14-min. 48-secs.

**Two-mile steeplechase** — Phil Coleman, Army; Vern Wilson, Army; Joe Tyler, Navy; James Brown, Navy. Time: 10-min. 32.6-secs.

**120-yard high hurdles** — Willie Stevens, Army; Don Hildreth, Air Force; Clayne Jensen, Marines; Don Walker, Marines. Time: 14.4-secs.

**220-yard low hurdles** — Clayne Jensen, Marines; Bill Purdue, Army; Don Hildreth, Air Force; Charles Hollaway, Army. Time: 23.5-secs. (New meet record)

**440-yard hurdles** — Fred Faucett, Air Force; Russell Smith, Army; Bill Schimmel, Army; Robert Mahon, Navy. Time: 53.8 secs. (Record)

**One-mile relay**—Army; Navy (Bob Mahon, Bob Smith, Ramon Lopez and Al Moore); Marines; Air Force. Time: 3-min. 18.5-secs.

**440-yard relay**—Army; Navy (Bob Smith, Floyd Dennis, Fred Lucas and Len Noles); Marines; Air Force. Time: 41.4-secs. (New meet record)

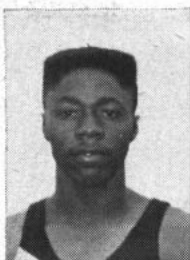
**Broad jump**—Harold Schultz, Air Force; George Brown, Army; Russell Smith, Army; Bobby Clark, Air Force. Distance: 23-ft. 7½-in.

**High Jump**—Tie for first place between Lavern Smith, Navy, and Vern Wilson, Army. Three-way tie for third between Tom Whetstine, Navy; Ralph Bonham, Army; and Eric Roberts, Army. Height: 6-ft. 6-in.

**Pole Vault**—Tie for first place between Lyle Dickey and Lindsey Kenly, both of Army; Jim Terry of Navy third; tie for fourth between Charles Stevenson, Marines, Charles Streater, Air Force; and Jack Zurlini, Marines. Height: 13-ft. 9½-in.

**Hammer Throw** — Steve Dillon, Army; Bill Burton, Army; Ed Kulas, Air Force; Earl Putnam, Army. Distance: 172-ft. 1-in.

**Discus** — Ronald Drummond, Navy; Earl Putnam, Army; Delmar Swearingen, Army; Leslie Reed, Army. Distance: 162-ft. 9½-in.



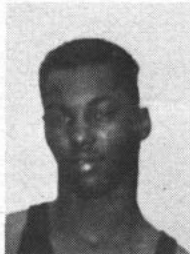
Lucas



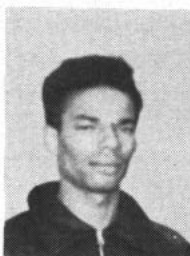
Drummond



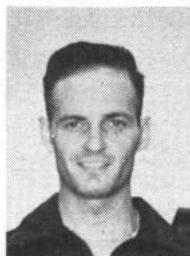
Gerhart



Smith



Tyler



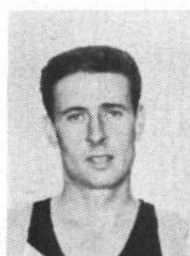
Brinker



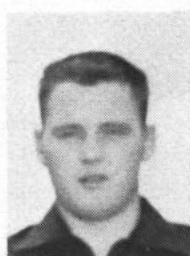
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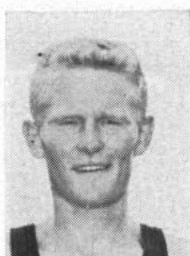
Moore



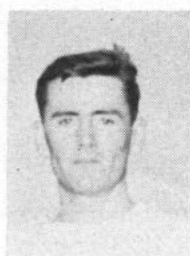
Mahon



Hollingsworth



Sturak



Hickman

**Javelin Throw** — Bill Miller, Marines; Bob Allison, Navy; Eugene Mitcham, Army; Bill Walker, Army. Distance: 224-ft. 9½-in.

**Shot-Put** — Earl Putnam, Army; James Hollingsworth, Navy; Howard Hertz, Army; Tom Johnson, Army. Distance: 54-ft. 1¼-in. (Record)

**Hop, Step, and Jump** — Ben Witherspoon, Army; Jim Gerhardt, Navy; Glen Beerline, Army; John Parker, Marines. 48-ft. 3¾-in.

**Triathlon** — Dave Miller, Army; Harlan Johnston, Army; Edgar O'Hair, Army; Mahatma Archer, Army. Points: 2752.7

#### All-Navy Meet

The breaking of track and field records was begun a week before the Inter-service meet when the All-Navy and All-Marine meets were held concurrently at Camp Lejeune, N. C. In the second annual All-Navy meet, 13 records were rewritten.

Joe Tyler, SN, USN, of USS *Hancock* (CVA 19), was the biggest record-buster, setting two new marks. In the two-mile steeplechase, Tyler sped to a new record in 10-min. 39.1-secs., followed closely by James Brown, HM2, USN, of USS *Wasp* (CVA 18), and Warren Leddick, SN, USN, of Washington, D. C., Receiving Station.

Tyler's other record-setting pace was in the three-mile run when he covered the distance in 15-min. 22.7-secs. Finishing behind Tyler in this long-distance event was John Laverty, AD1, USN, of NAS Quonset Point, R. I.; and Ensign Tom Sturak, USNR, of USS *Kearsarge* (CVA 33).

In the 220-yard dash, Fred Lucas, wearing the colors of NTC San Diego, set a new mark with a time of 21.7-secs. Second in this event was Len Noles, SN, USN, of USS *Impervious* (AM 449) followed by Ray Long, SN, USN, of NTC San Diego.

Lucas also won the other short-distance sprint, the 100-yard dash, with a time of 9.9-secs. Len Noles again was second and Floyd Dennis, SN, USN, of ComServPac, third.

Al Moore, SN, USN, of NTC San Diego, won the 44-yard run in 48.7-secs., while Ramon Lopez, SN, USN, of USS *Quincy* (CA 71) finished second, trailed by Robert Smith, SN, USN, of NAS Miramar, Calif.

Al Moore, SN, USN, of USS *Quincy* (CA 71) finished second, trailed by Robert Smith, SN, USN, of NAS Miramar, Calif.

Ensign William Hickman, USNR,

of *uss Gardiners Bay* (AVP 39), set a new All-Navy mark in the middle-distance run as he covered the 880 yards in 1-min. 56.6-secs. Ramon Lopez of *Quincy* was second and Ken Thornton, SN, USN, of the San Diego Communications Station was third.

The old record in the mile run went by the boards as Ensign Tom Sturak covered the distance in 4-min. 27.1-secs. Following Sturak to the tape were James Brown and Albert Ray, AT3, USN, of ComAir-Pac, San Diego, Calif.

Norman Brinker, JO3, USN, of the 14th Naval District, established an All-Navy record in the Triathlon with a total of 2681.5 points, followed by Al McCoy, USN, of *uss The Sullivans* (DD 537). The two athletes also finished one-two in the two-mile run, also won by Brinker, with a time of 10-min. 40-secs.

Bob Mahon, SN, USN, of NTC San Diego, had complete control of all the hurdles events in the All-Navy Meet, winning all three and setting a new record in one. In the 120-yard high hurdles, Mahon registered a 15.1-secs. time to win ahead of Perry Moore, AO2, USN, of *uss Wasp* (CVA 18) and James Shiver, SN, USN, of the Third Naval District.

In the 200-yard low hurdles, Mahon covered the distance in 24.9-secs., again followed by Moore and Shiver in that order. A new mark of 41.9-secs. was written into the record books in the 440-yard hurdles by Mahon.



NAVY'S Joe Tyler, SN, USN, leads Army's Wilson into water obstacle in two-mile steeplechase. Army won.

NTC San Diego's crack 440-yard relay team had little competition as it cracked the All-Navy mark in this event with a time of 41.9 seconds. The squad was made up of Moses Clay, SN, USN; Len Noles, SN, USN; Floyd Dennis, SN, USN; and Fred Lucas.

Ensign Jim Gerhardt, of ComServ-Lant, successfully defended his title in the hop, step and jump and in doing so, broke his old record with a distance of 45-ft. 11½-in. Bob Smith of NAS Miramar was second

followed by Bob Mahon of NTC San Diego.

In the other relay event, the mile, the team of Al Moore, SN, USN, NTC San Diego; Bob Smith, NAS Miramar; Ramon Lopez, *uss Quincy*; and Ed Roberts, SN, USN, of NTC San Diego, established a new All-Navy record of 3-min. 25.7-secs.

Jim Hollingsworth, HN, USN, of NAS San Diego, successfully defended his title in the shot-put with a toss of 50-ft. 2-in. Second was Ron Drummond, of NTC San Diego, while Dexter Ragatz, SN, USN, of *uss Suisun* (AVP 33) took third.

Besides second in the shot put, Drummond took two first places. He set a new All-Navy mark in the discus with a toss of 169-ft. 4-in., to win easily over Ed Bill, FN, USN, of NTC San Diego, and Dexter Ragatz of *Suisun*.

Drummond also won the javelin throw, but amazingly enough, didn't toss the spear as far as he did the discus. He threw the javelin 164-ft. 3-in., to win over Tom Whetstone and Ed Bill, both of NTC San Diego.

W. Carpino, AN, USN, of the Philadelphia Naval Base, set a new All-Navy record in the hammer throw with a distance of 110-ft. 3½-in. Drummond was second followed by Jim Hollingsworth.

Ensign Meredith Gourdine, USNR, of *uss Coral Sea* (CVA 43), made only one leap in the broad jump before injuring his ankle but his distance of 21-ft. 9-in., was good enough to win the event over Jim Gerhardt and Bob Mahon.

Athletes from two Pacific Fleet aircraft carriers took all three places in the high jump. Lavern Smith, SN, USN, of *uss Hancock* (CVA 19), won first place as he cleared the cross-bar at 6-ft. 6-in., while his shipmate, Tom Whetstone, placed second. Finishing third was Perry Moore, of *uss Wasp* (CVA 18).

In the pole vault, James Terry, SN, USN, of NTC San Diego, set the 13th and final All-Navy meet record of the year as he poled over the bar at 13-ft. 7-in. Harvey DeLoach, a hospital corpsman stationed at Camp Lejeune, N. C., and Eugene Mill, SN, USN, of NAS Quonset Point, R. I., tied for second at 12-ft.

The 13 new records set this year and the records in the remaining nine events will set a high standard for Navy track and field stars in the seasons to come.

—Rudy C. Garcia, JO1, USN.



'OUTSTANDING ATHLETE' Fred Lucas, SN, USN, breaks the tape in 100-yard dash in 9.6 seconds to win Inter-Service event. Lucas also won the 220.



# THE BULLETIN BOARD

## If It's Information and Education That You Want, Try I & E

As a Navyman, you have a wealth of knowledge at your fingertips if you want to take advantage of it. All you have to do to tap this gold mine of education is to check with your ship or station Information and Education Officer.

The Navy, through the "I & E" program, offers its men a chance to prepare themselves for careers both as Navy men and as citizens. But how much you get out of this program is strictly up to you. Let's look at the "education" side first.

### Education

Information services in the Navy are not new. It is a Navy tradition to inform men about their mission and why they serve and where they fit into the "big picture."

On the other hand, off-duty education of service personnel, while always encouraged by senior officers, was only formally begun in 1942, and then on an experimental basis. The experiment proved so successful that a year later BuPers established an "Educational Services Section." Later its name was changed to "Information and Education Section," the title it now holds.

As in the past, the mission of the education phase of I & E is to provide naval personnel with an opportunity to raise their educational level in order to increase their value to the Navy and to themselves.

The U. S. Armed Forces Institute (USAFI) serves as the main part of the education phase of the program. It provides material and services for the largest adult education program in the world.

USAFI presents a choice of courses in the six areas of humanities, science, communications, mathematics, social science, and technical-vocational. About 340 courses in the various fields are open to naval personnel.

Your I & E officer will give you information on USAFI courses and services. After checking your educational background, the I & E officer can recommend what courses



"Gee . . . He must have known John Paul Jones."

would be best suited for you. You may take elementary, high school or college level courses or enroll for business or technical courses.

Here is a general summary of USAFI course and test offerings:

#### • USAFI Correspondence Courses

—For correspondence course study USAFI will provide text materials, a study guide and a supply of paper and envelopes. You study the text, and prepare a series of lessons to be mailed to the nearest USAFI. An instructor grades each lesson and offers suggestions or guidance to help you over the rough spots in the course. Most correspondence courses have end-of-course tests to be taken when you have finished the lessons.

#### • USAFI Self-Teaching Courses

—These courses generally consist of the same text and study materials used in the correspondence courses. In a self-teaching course, however, you're strictly on your own. The texts provide study suggestions and outlines, but there is no lesson-grading service. Most self-teaching courses have end-of-course tests.

• **Group Study Course** — This is conducted in much the same way as a formal school course — with an instructor and regularly scheduled classes. Courses listed in the USAFI catalog may be taught by this method when there are enough students and your ship or station has the facilities.

• **Correspondence Courses Offered by Participating Colleges**—USAFI course offerings are supplemented

by many courses from colleges that participate with USAFI and are made available to uniformed personnel for about half their normal cost. These courses are similar to the USAFI correspondence courses in content and lesson procedure. Following enrollment, however, all correspondence takes place directly between you and the college or university.

• **USAFI Testing Service** — In addition to end-of-course tests for courses mentioned above, USAFI offers: examinations on subjects in high school and college fields, comprehensive examinations on subjects in high school and college fields, comprehensive examinations for the measurement of general educational development (high school and college level GED tests) and achievement tests for the elementary grades. These tests are available as means of educational measurement by military authorities and civilian accreditation authorities.

*It should be noted here that neither USAFI nor the Navy can give civilian academic credit for USAFI courses and tests. It is the sole responsibility and privilege of civilian high schools, colleges, or state departments of education to determine the amount and kind of civilian credit given, if any, for in-service educational experiences.*

Many schools do grant credit, however, for USAFI courses. Many schools also grant credit for formal service school training. The Commission on Accreditation of Service Experiences (CASE) maintains an advisory service to assist civilian educators in evaluating in-service educational experience by recommending credits for USAFI courses, tests, and service schools. Your I & E officer will help you write a letter to your school concerning accreditation matters.

Regardless of the course you take, the Navy recognizes all USAFI courses and tests for credit as recommended by the Commission on Accreditation of Service Experiences. Also, the service record of each

Navyman contains a running account of his educational accomplishments, including any work completed through USAFI.

The Navy uses your educational record in much the same way as any other employer would, deciding placement problems, your further training, and promotions—particularly from enlisted to officer, on the basis of your education and experience.

The list of courses available through USAFI is too long to publish here, but your I & E officer has all the information and necessary application blanks. Just to give you an idea, a few of the courses available (picked at random) are: Business Management, Aeronautics, Beginning French, Soils, Industrial Electricity, Blueprint Reading, Journalism, World Literature, Basic Math, Calculus, American History, Principles and Practices of Radio Servicing, Sheet Metal Drafting,

Psychology, Refrigeration and Plastics.

The door is open—all you have to do is walk in.

Take for example, the case aboard USS LSM 546. Before the I & E program was systematically publicized, only two men were taking advantage of it. Since then, the number of personnel enrolled in correspondence courses has sky-rocketed to 31 men, or 50 per cent of the crew.

This number has steadily increased as the results of the many GED Subject and Achievement Tests which are received and used to determine which courses will most benefit each individual sailor.

I & E offers you a big opportunity not only to gain invaluable knowledge, but also to prepare yourself for your career.

Your I & E officer is the "middleman" between you and tremendous educational possibilities. Drop down to his office, browse around and see

what I & E can offer you. It *could* mean an extra strip or two on your arm and money in your pocket.

## Information

The information phase of the I & E program helps you to understand the issues in national and world affairs, and the responsible role you and the other members of the Armed Forces play, both ashore and afloat.

Here is the round-up of materials available under the Information program from your ship or station I & E officer:

- **Films** — There are a good number of films available and they include everything from "Weather, Friend or Foe" to "Face to Face with Communism." In the information film category are films produced by the Office of Armed Forces I&E (OAFIE), Department of Defense. These include *Armed Forces Combat Bulletins* (AFCB), *Armed Forces Screen Reports* (AFSR), *Reports to the Armed Forces* (RTAF), *Armed Forces Screen Magazines* (AFSM) and *Armed Forces Information Films* (AFIF). Then there are those produced by the Navy for internal information purposes: "Victory at Sea," "History of the U.S. Navy" and "Command of the Sea" series.

The OAFIE information films are of two types: *Orientation*, to familiarize personnel with foreign countries and peoples (AFSR and AFIF); and *newsreels*, which present news about the services for the services (RTAF and AFSM).

Only AFIFs and AFSMs are now being produced, although old issues of the other types are still available. The AFSMs are automatically distributed on overseas entertainment circuits but the others may be borrowed from district training aids sections and libraries, or aviation film libraries. Certain informational films may also be obtained on loan, free of charge, from "The March of Time," 369 Lexington Ave., New York, N. Y.

- **Pocket Guides** — These booklets provide brief descriptions of geography, people, customs, and places of interest of more than 20 countries around the world.

- **Displays and Maps** — This category includes maps of various nations, posters, weekly "news maps"

## HOW DID IT START

### "Limiting Draft Mark"

This piece has nothing to do with Selective Service, as the title might suggest. Rather, it is concerned with a bit of identification found on the hulls of most Navy ships today, either fore, aft, amidships, or, in some instances, at all three locations.

The "limiting draft mark" is a painted symbol used to indicate a ship's maximum safe draft, or, the amount of water the vessel can safely draw. Use of the "mark" on Navy ships is comparatively recent, having had its beginning during World War II. But it is a "descendant," so to speak, of the well-known "Plimsoll mark," which originated back in 1876.

Samuel Plimsoll, for whom the old mark was named, was a British statesman. Because of his efforts to get Parliament to pass legislation for ship safety precautions and for the protection of seamen, he became known as the "sailor's friend."

The act requiring the use of Plimsoll marks was passed in 1876. It wasn't long before other nations adopted similar protective measures. Now, as a result of the International Load Line Convention, signed in 1930, merchant ships of nearly all countries, engaged in international voyages, are required by law to bear a "limiting draft mark," or "load line," on the outside of the vessel to show the depth to which the vessel should sink when properly loaded.



By 1941, when the convention was temporarily suspended because of war conditions, 36 countries had subscribed to the idea.

Way back in the early days of the Navy's first use of the load line, an amusing incident occurred which, appropriately, demonstrated the value of the limiting mark. The skipper of one ship wrote to headquarters saying he had the instruction for painting the mark on the side, but he foresaw a slight delay in complying. He said he couldn't paint it on until the ship was drydocked, "since the place it was supposed to go was underwater."



of current events around the world, news bulletins, photographs, charts and other visual aids.

● **Armed Forces Talks and Armed Forces Information Pamphlets**—These pamphlets are distributed once a month to all ships and stations. They furnish material for use by discussion groups or individual readers. All issues are distributed in the ratio of one copy for each 25 personnel. If your activity needs more AFTs or AFIPs, your I&E officer may order additional copies from the nearest district publication and printing office.

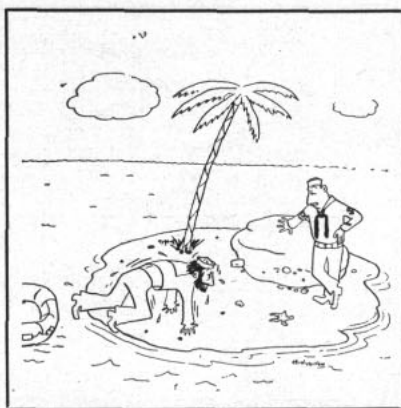
● **Armed Forces Press Service and Armed Forces Radio Service** are also parts of the information program. AFPS provides weekly news "clip sheets" and picture service to ship and station newspapers. AFRS provides the familiar daily radio programs for U. S. service personnel on ships or stations outside the U. S. AFRS also makes entertainment and information transcriptions (33-1/3 RPM recordings) that are available to ships and stations upon request.

I & E officers may also obtain additional information materials of various kinds from foreign consulates in the U. S. or from American consulates in foreign countries. Other valuable sources of free information materials are travel agencies, import-export houses, large industrial organizations, and religious orders performing missionary work in foreign countries.

In addition to these sources, I & E officers looking for special materials might contact news magazine publishers who maintain well indexed files on general information items. "Tear sheets" can often be purchased at a nominal fee.

Putting out this information to the crew is the responsibility of the I & E officer. Often ship or station newspapers provide a good medium for getting the information out, because of their wide circulation among personnel.

For example, one I & E officer, when his ship was in a foreign port, introduced an idea for passing "the word" to personnel going on liberty in the port. He had little cards, about the size of liberty cards, printed up with information of interest to the crew. As each man picked up his liberty card, he was also issued the information card.



"All right mate, let's get squared away there!"

—C. W. Keiningham, SK3, USN

Printed on the card were little reminders to the Navyman that he could be an ambassador of good-will by keeping neat and in proper uniform, paying bills promptly, not boasting that things are better in the U.S.A., not discussing war or politics; and that he, as a member of the U. S. Navy, represented the U. S. and that his country would be judged by his actions.

Information on distribution of all I & E materials mentioned in this article may be found in the Bureau of Naval Personnel *I & E Newsletter Special Catalog Issues*, which are automatically distributed semi-annually to all Navy commands, ashore and afloat.

### **Fleet-Footed Mailman Has Salt Water Run**

D. W. Aanerud, BM3, USN, is a Navy mailman who uses jeeps, boats, and his two good feet in delivering U. S. mail to fleet ships in Pusan Harbor, Korea—and he covers 110 miles daily doing it.

A landing craft coxswain and veteran of the U.N. amphibious landing at Inchon, Aanerud turned to his present, more peaceful, job last October.

Each day he drives to an air base near the city to pick up mail from home, for personnel assigned to Military Sea Transportation Service. He drives back to the Pusan docks for deliveries and then catches a boat and visits all MSTs ships in port. Back in Pusan, he drops off letters for naval installations in the city.

## **27 NRO Schools Authorized To Provide Educational Drill Sessions for Naval Reservists**

Under a new expansion program that went into effect 1 July the commandants of continental naval districts and the Commandant, Potomac River Naval Command are authorized to establish 27 new Naval Reserve Officer Schools at various locations throughout the U. S. The NRO schools are for training Reserve officers on inactive duty.

Each school will be organized as a college-level educational institution. The staff and faculty, consisting of a maximum of 20 officers and five enlisted personnel, have been selected by the commandants from the best qualified local Naval Reserve personnel who are not on the inactive status or suspended status list.

Naval Reserve officers of appropriate rank and designator not on the Inactive Status List are eligible to attend these schools. The NROS is designed primarily for non-pay Naval Reserve officers; however, officers attached to pay or to non-pay units may attend in addition to their regular drills if they wish. Students will not receive drill pay.

Forty drills during the academic year from 1 September through 30 June are scheduled. Each drill will consist of two class periods of at least 50 minutes. The academic year will be divided into two semesters of 20 drills each.

Satisfactory completion of a course requires at least 80 per cent attendance at the class drills and satisfactory grades on examination. Certificates indicating satisfactory completion will be issued to students at the conclusion of each course.

Upon enrollment, students will be assisted by the school staff in the selection of a program of studies which will best round out their naval education and prepare them for possible mobilization. Also, course prerequisites will be determined by the adviser and the student.

Basic courses for line officers include: Engineering, gunnery, navigation, officer-of-the-deck seamanship and operations. Technical courses: Main propulsion—steam, main propulsion—diesel, damage control, gunnery (I) operations, gunnery (II) administration, communications, combat information center and anti-

submarine warfare. Naval administration and orientation to command courses: Orientation to command, naval administration and naval leadership. Command and staff courses include: Staff organization and functioning and operational planning.

Civil Engineer Corps courses include: Contract administration, financial management—labor relations and civilian personnel administration, public works organization and operation, naval construction forces—organization and operation, passive defense and disaster planning, and specialized engineering.

At present, the only course scheduled for Supply Corps personnel is supply department afloat.

## Insurance Is Available from VA To Navy Men Leaving Service

Navy men leaving the service may take either of two insurance plans from the Veterans Administration depending on their type of discharge.

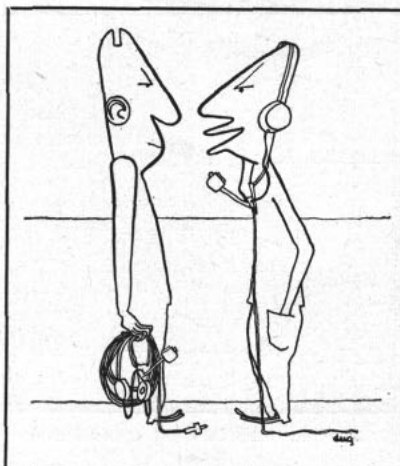
Established under Public Law 23, these insurance plans give the veteran an opportunity to buy special GI insurance within certain time limits after separation or discharge.

Generally, this post-Korea insurance contains the same provisions as National Service Life Insurance or World War II insurance, except that no dividends are payable and premium rates and death payments are based on different actuarial tables. However, the veteran has the same choice of beneficiaries and may elect to have the proceeds paid in one sum at his death or in installments if he prefers.

One type of insurance available is term insurance, which may not be converted to a permanent plan, but may be renewed every five years. To obtain this special term insurance the veteran must apply within 120 days after separation or discharge. To date, more than 97,000 such policies with a face value of almost \$862 million have been issued.

The second type is only for veterans with a service-connected disability. This coverage is a special form of GI life insurance on either term or permanent plans, such as 20 or 30 payment life, ordinary life, and, if not totally disabled, on the endowment plans.

Application for this type of insurance must be made within one year from the date the VA determines



"I understand, Robbie, that you have had more phone-talking experience than anybody else on the ship."

—LTJG D. H. HARRIS, USN.

the veteran's disability is service-connected.

For any further details it would be advisable to check with the nearest VA office.

## Chiefs Take Over — And Ship Goes Under

It wasn't a "Chief Mutiny" when the CPOs of the submarine *USS Tirante* (SS 420) manned her diving stations and "took her down"—it was a special event to mark the sub's 1000th dive.

Reports from *Tirante* said the CPOs spelled the regular diving crew for the 1000th dive and the operation "went smoothly despite spirited heckling and occasional dire forecasts by kibitzing shipmates.

However, the crew had nothing to worry about. Taking the sub down was nothing new to the CPOs—they have all had more than 13 years of service.

The chiefs manning the diving stations were: Thomas G. Williams GMC, USN, who acted as officer of the deck; Raymond Deiss, Jr., ENC, USN, diving officer for the event; Robert R. Summerour, TMC, USN, stern planes; Clarence W. Williams, HMC, USN, trim manifold; Clifford L. Pearson, ENC, USN, air manifold; Donald R. Geddes, EMC, USN, hydraulic manifold; Fred Henderson, EMC, USN, interior communications system.

## Revision Made in Crediting Completed Correspondence Courses of USNR Officers

Naval Reserve officers who complete a correspondence course worth more than 12 promotion points will hereafter receive only one completion certificate, to be awarded when they finish the entire course.

Previously, letters of completion have been sent out at the successful completion of each 12-point unit.

Under the new procedure, the last assignment of each 12-point unit will be returned to the student via the Reserve Officer Performance Recording Activity at Omaha, Neb., with a stamped certification that the unit has been successfully completed.

ROPRA will record the promotion and retirement points earned and then forward the assignment to the student. When he finishes the course, the Center will send him the regular completion letter covering the entire course.

This revised procedure will speed up recording of credit at ROPRA, but will entail some delay in delivery of the last assignment in each 12-point increment because of the time lag needed to route it through ROPRA.

Students are requested not to send inquiries about these assignments to the Correspondence Course Center without allowing a "reasonable" lapse of time, nor to request a formal completion letter for each 12-point unit. The stamped assignment sheet is all you need.

## Dental Technicians get New Correspondence Course

A new Enlisted Correspondence Course has been made available for enlisted personnel on active or inactive duty.

The course is *Handbook for Dental Equipment Maintenance and Repair* (NavPers 91689). It is applicable to the following ratings: DA, DN, DR, DT and DTR.

To apply for the course see your division officer or education officer and ask for an Application for Enlisted Correspondence Course (NavPers 977).

Application should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.



## Better Savings Plan for Buyers Of Bigger Bonds Under Bond-a-Quarter Program

There is a better deal now in the Navy's Savings Bond Allotment Program to help systematic savers accumulate more money for future personal needs, under the bond-a-quarter program.

With the start of the new fiscal year (which began on 1 July), Navy and Marine Corps members who invest in \$50, \$100, \$200, \$500 or \$1,000 bonds under the bond-a-quarter plans with monthly pay allotments of \$12.50, \$25, \$50, \$125 or \$250, respectively, will be issued "average dated" bonds. That is, the issue date of those U. S. Savings Bonds, from which redemption value accrues, will be the first day of the month when one-half the purchase price was deducted from the owner's pay.

This means that investors in bigger bonds purchased under the bond-a-quarter plans will get the same interest on their personal saving as the bond a month buyers.

In cooperation with the Treasury Department's efforts to reduce the operating cost of the Savings Bond Program, the Navy is encouraging its personnel to keep part of their pay in bigger bonds which mean bigger savings for both the investor and the government. It costs one-third as much to issue bonds under the bond-a-quarter plans as a bond a month and buyers of bigger bonds usually hold them longer and accumulate greater savings. Series E Savings Bonds pay 3 per cent compounded semi-annual interest when held to maturity in nine years and eight months, but when they are held for additional ten years under the extension option they repay 80 per cent on the original investment.

At the end of the first quarter of the 1954 calendar year, members of the Navy and Marine Corps held 61.6 per cent of all the Savings Bonds allotments in effect by members of the Armed Forces. During the quarter they were issued 795,774 separate bonds totaling \$21,003,787.50 in purchase price, but 84.5 per cent of those bonds were purchased under bond-a-month plans and 70.1 per cent of the total number of bonds issued were \$25 denomination.

## WHAT'S IN A NAME

### Sally Ship

"Look alive lads and sally ship. One, two, three, four and back again." Sounds like the start of a lively dance aboard ship doesn't it? But old timers, remembering the days when navigational equipment wasn't as sharp as it is today, can give you the real version.

"Sally Ship" is the term given to a method of freeing or attempting to free a stranded ship. When the word for the operation is passed, the crew gathers in a line along one side of the ship. Then moving in unison, they shift from port to starboard and back again, in an attempt to roll the ship and break her loose from the bottom.

The sallies are timed to make them as near to a normal roll of the ship as possible. A timekeeper gives commands to the crew for their moves athwartships. Prime purpose of the sallying is to break the suction of the mud on the hold long enough for the engines to take hold and pull the ship out.

Although navigational aids have almost eliminated the hazard of running aground, sallying ship has not become a lost art. As late as March 1954 the cry rang out aboard



USS Northampton (CLC-1) while she was in the Boston Naval Shipyard.

Northampton wasn't aground; she was tied up at a pier. The reason for the maneuver was to determine the metacentric height of the ship. Using the time roll and the width of the ship in a mathematical formula, an approximation of the metacentric height was determined. The metacentric height gives a measure of the initial stability of the vessel and an idea of her ability to remain afloat after damage or flooding.

A recent change to the Navy Comptroller Manual (paragraph 044363) requested that disbursing officers encourage bond allotment grantors to select a bond plan which will enable them to take advantage of the new "average dating" privilege.

### Submarine Medicine Practice Course Is Revised

Objective type questions for the Medical Department correspondence course *Submarine Medicine Practice* (NavPers 10707) are now available for distribution.

Since the text material for the course has not changed, officers who completed the earlier thesis-type course for credit cannot receive additional credit for completion of the revised course.

The course evaluation remains at 32 promotion and retirement points (under the Naval Reserve retirement program) at the rate of four points for each assignment.

Applications for enrollment should be sent to the National Naval Medical School, Bethesda 14, Maryland.

### Selection Board Recommends EMs and WOs for LDO

The Navy has announced the names of 135 Regular Navy enlisted men and warrant officers who have been recommended for appointment as Limited Duty Officers. Personnel selected will be commissioned with the permanent rank of ensign.

The names of those selected by the 1954 Limited Duty Officer Selection Board are contained in BuPers Notice 1426. This notice will serve as notification of selection since individual notices of selection or non-selection will not be issued.

Personnel selected for LDO will be ordered to Officer Candidate School, Newport, R. I., for a six-week course of instruction. Candidates will be commissioned on or about 10 Sep 1954.

The breakdown of the total selected for LDO follows: Engineering—31; Electronics—29; Ordnance—27; Aviation Ordnance—11; Deck—10; Supply Corps—8; Aviation Electronics—5; Administration—4; Aviation Operations—3; Aviation Maintenance—2; Aerology—2; Civil Engineering Corps—2; Hull—1.

## Voting Information on November Elections

A new pamphlet, now available to voting officers, will enable them to help Navymen exercise their absentee voting privileges during the calendar year 1954.

Titled "Voting Information" (NavPers 15868), the new manual contains a comprehensive resume of voting laws in effect in each of the states and territories.

The manual is designed for use

by voting officers only, however, and is not intended for distribution to individual personnel. Commands may obtain additional copies upon requisition to the appropriate district publication and printing office.

All states will hold elections on 2 Nov 1954, and all Navymen are urged to vote. The offices to be filled this fall are the following:

State	U. S. Senator	Representatives to U.S. Congress	State Governor	Other State Officers
Alabama	Yes	Yes	Yes	Yes
Arizona	No	Yes	Yes	Yes
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	Yes	Yes
Connecticut	No	Yes	Yes	Yes
Delaware	Yes	Yes	No	Yes
Florida	No	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Idaho	Yes	Yes	Yes	Yes
Illinois	Yes	Yes	No	Yes
Indiana	No	Yes	No	Yes
Iowa	Yes	Yes	Yes	Yes
Kansas	Yes	Yes	Yes	Yes
Kentucky	Yes	Yes	No	No
Louisiana	Yes	Yes	No	Yes
Maine	Yes	Yes	Yes	Yes
Maryland	No	Yes	Yes	Yes
Massachusetts	Yes	Yes	Yes	Yes
Michigan	Yes	Yes	Yes	Yes
Minnesota	Yes	Yes	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	No	Yes	No	Yes
Montana	Yes	Yes	No	Yes
Nebraska	Yes	Yes	Yes	Yes
Nevada	No	Yes	Yes	Yes
New Hampshire	Yes	Yes	Yes	Yes
New Jersey	Yes	Yes	No	No
New Mexico	Yes	Yes	Yes	Yes
New York	No	Yes	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	No	Yes	Yes	Yes
Ohio	Yes	Yes	Yes	Yes
Oklahoma	Yes	Yes	Yes	Yes
Oregon	Yes	Yes	Yes	Yes
Pennsylvania	No	Yes	Yes	Yes
Rhode Island	Yes	Yes	Yes	Yes
South Carolina	Yes	Yes	Yes	Yes
South Dakota	Yes	Yes	Yes	Yes
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	Yes	Yes	Yes
Utah	No	Yes	No	Yes
Vermont	No	Yes	Yes	Yes
Virginia	Yes	Yes	No	No
Washington	No	Yes	No	Yes
West Virginia	Yes	Yes	No	Yes
Wisconsin	No	Yes	Yes	Yes
Wyoming	Yes	Yes	Yes	Yes

As for the territories, Hawaii will elect a delegate to the U. S. Congress and both Hawaii and Alaska will elect other territorial officers.

For additional information see

ALL HANDS, May 1954, "1954 Voting Information on Primary and General Elections for the Armed Forces," pages 22-25. For further details, consult your voting officer.

## Survivor's Annuity Plan Has Many Desirable Features for Navymen and Their Dependents

Are you still wondering whether or not it would pay you to go into the Survivor's Annuity Plan? Here are a few facts which might help you to decide.

Let's first look at the whole survivor's benefits picture. Under present laws, if you die after your retirement from the Navy your survivors would be eligible for the following benefits, in addition to whatever insurance you might have at the time of your death—

- Veteran's Administration compensation or pensions, under the following limited situations:

1. Compensation when the veteran's death is the result of service-connected disability. (Maximum payment to a childless widow is \$75 per month).

2. Pension, on the death of a retired veteran who has a service-connected disability, but whose death is not the result of such disability. However, the disability must have been one for which compensation would have been payable, if 10 per cent or more in degree, and the veteran must also have served at least 90 days in World War II or the Korean conflict. (Maximum payment to a childless widow is here \$48 per month, and then only if her income does not exceed \$1400 per year).

- Funeral expenses not to exceed \$150, if the veteran had wartime or Korean service. If veteran has peacetime service only, he must have been at the time of death receiving disability compensation, or have been discharged or retired for disability incurred in line of duty. Unremarried widow, minor children, and certain unmarried adult children of veterans have right to be buried in a national cemetery.

- Children under 21 of deceased retired personnel may receive medical care and hospitalization, but not dental attention.

- A Navy widow who has not remarried has Navy Exchange privileges (but not commissary rights).

Then there is Social Security, but your dependents probably would not be eligible. Social Security benefits or survivors insurance based upon gratuitous credits granted during military service cannot be claimed



if military retirement pay is based in whole or in part on any portion of period of service between 16 Sep 1940 and 30 Jun 1955. This effectively eliminates the possibility of survivors of deceased retired personnel claiming Social Security benefits, unless the deceased's retirement pay had been awarded by reason of physical disability and the retired pay was based entirely on the disability, without consideration of the years of service.

So as you can see, unless you are carrying a good bit of insurance at the time of your death, your dependents aren't going to have very much cash for day-to-day necessities. That is where the Annuity Plan comes in; it is an excellent opportunity to provide security for your widow, dependent children, or both.

Briefly stated, the plan is as follows: As you near the completion of 18 years' service, you state your desire to participate in the plan, which options you desire, and whether you want your dependent survivors to receive one-eighth, one-fourth or one-half of your *reduced retirement pay*. (Your reduced pay is the full amount to which you are entitled, *minus* whatever amount you must pay to participate in the annuity plan).

The four basic options are:

1. Annuity for your widow, terminating upon her death or remarriage.

2. Annuity for your child or children, terminating when there ceases to be any surviving child unmarried and under the age of 18.

3. Annuity for both the widow and children, terminating upon death or remarriage of the widow; or, if later, on the first day of the month in which there were no surviving unmarried children under 18.

4. Annuity to cover the contingency of the beneficiary's dying before the retired member. This one may include the terms of either options 1, 2 or 3, with the added provision that no further deductions will be made in the retired member's pay after his beneficiary's death.

Annuity options which make provision for children further provide that children who are "incapable of self-support" by virtue of mental defectiveness or physical incapacitation will continue to be covered until their recovery, marriage or death.

From the time you state your desires until you actually retire, *you pay nothing* and are free to change your options or the amount you want your dependents to receive—or you may withdraw from the plan entirely. Once the plan is in operation for you, however, changes cannot be made.

This is an example of how the plan works: If you were a 38-year-old chief petty officer and had a wife whose age was 34, and both of you died in exact conformance with actuarial tables, you would die at age 68 while your wife lived to be 73—the "weaker" sex living on the average five more years than we "he-men" do. (Actuarial tables are the tables used by insurance companies to calculate insurance risks and premiums).

If you sign up for the plan, choosing options 1 and 4 with one-half annuity, \$10.58 a month would be deducted from your retirement pay. Simple arithmetic—\$10.58 a month times 12 months a year times the 30 years you will live (in our example) after retiring—will give you the

amount you actually pay in, or \$3,808.80. When you die at age 68 your wife, who will outlive you by nine years (she's four years younger and will live five years longer) according to actuarial calculations, will receive \$53.51 a month times 12 months times 9 years, or \$6,859.08—nearly twice as much as you paid in.

It would take approximately \$20,000 of commercial insurance to get you the same amount of protection at age 38, insurance that would cost you \$41.80 a month instead of the \$10.58 you pay under the annuity plan. Furthermore, as an enlisted man retiring after 20 years you will be out of the Navy at a relatively young age, making your "employability" greater and the cost of coverage easier to absorb.

While it is true that you "get nothing back" if your dependent or dependents named as beneficiaries precede you in death, the entire annuity plan is offered only as protection—protection for your wife and children in case you, the wage earner, die and leave them without money coming in every pay day.

## WAY BACK WHEN

### Frigate First to Round Two Capes

An ancestor of the attack carrier USS Essex (CVA 9)—a 32 gun, 860-ton frigate of the same name—was the first U. S. warship to round both the Cape of Good Hope and Cape Horn.

She was constructed at a shipyard at Salem, Mass., a result of the voluntary contributions of the local populace.

Named after Essex County, Mass., the 140-foot frigate was launched in September 1799. Three months later, Essex, under the command of Captain Edward Preble, USN, sailed for the Indian Ocean on a mission to bring back a convoy of American merchant ships from Batavia, Dutch East Indies.

Essex sailed in company with Congress for the first six days, until the latter was dismantled in a heavy storm and Essex was left to go on by herself. She continued her mission alone and rounded the Cape of Good Hope early in 1800—the first U. S. warship to do so.

After she completed her mission in the Indian Ocean she set out for the Mediterranean Sea and rounded the Cape of Good Hope for the second time—the first U. S. man-of-war to "double the Cape." To "double" a cape means simply to round it—not round it twice.



Later, during the War of 1812, Essex, this time under Captain David Porter, USN, became the first American man-of-war to round Cape Horn. It was off St. Catherine Island, Brazil that Captain Porter conceived the plan to round Cape Horn to the Pacific where he could "replenish" his stores by capturing enemy vessels. After a rough three weeks weathering the storms for which the Horn is famous, Essex entered the Pacific where she played a big role in harassing British shipping movements.

## List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in May.

Films distributed under the Fleet

### Midshipman's RamJet Theories Pay Off

A Naval Academy midshipman, whose first experiment with jet engines nearly burned down his family's home, has won first prize for a paper on his ramjet engine theories at a recent aeronautical engineering sciences conference.

The paper by Midshipman Angelo G. Cicolani was submitted to the second annual northeastern conference of the Institute of Aeronautical Sciences held at Massachusetts Institute of Technology. It took first prize among all undergraduate entries.

Basically, Cicolani wants to design a ramjet engine which will be "self starting." Existing ramjet engines (the ramjet is the most efficient ultra-speed aircraft power plant when functioning) must travel at a speed of at least 300 miles per hour before developing enough ram pressure to keep them going.

Cicolani's solution to the problem deals with combining the principle of the jet "educator pump" and a high exhaust-area-to-inlet-area ratio with a ramjet body.

He is trying to work out a patent for the idea and at present is in the process of making a model along these lines.

He hopes this one turns out better than his first jet model, made when he was 16. It was a conventional "pulsating job," constructed around an old tin can and piece of copper tubing. Only trouble was that on its first test it back-fired, that's when he almost burned down the house.

Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

*Ride Clear of Diablo* (1424) (T): Western; Audie Murphy, Dan Dur-yea, Susan Cabot.

*Act of Love* (1425): Drama; Kirk Douglas, Dany Robin.

*Boy From Oklahoma* (1426): Western; Will Rogers Jr., Nancy Olson.

*Bait* (1427): Adventure Melodrama; Hugo Haas, Cleo Moore.

*Dragonfly Squadron* (1428): War Drama; John Hodiak, Barbara Britton.

*The Man From Cairo* (1429): Drama; George Raft, Gianna Maria Canale.

*Beachhead* (1430): War Drama; Frank Lovejoy, Tony Curtis.

*His Majesty O'Keefe* (1431) (T): Romantic Adventure; Burt Lancaster, Joan Rice.

*Tennessee Champ* (1432) (T): Boxing Drama; Dewey Martin, Shelly Winters, Keenan Wynn.

*Playgirl* (1433) Drama; Barry Sullivan, Shelly Winters, Richard Long.

*Drive a Crooked Road* (1434): Drama; Mickey Rooney, Dianne Foster.

*Miami Story* (1435): Crime Story; Barry Sullivan, Luther Adler.

*Saskatchewan* (1436) (T): Indian Adventure; Alan Ladd, Shelly Winters.

*Three Young Texans* (1437) (T): Western; Keefe Brasselle, Mitzi Gaynor, Jeff Hunter.

*A Yank At Oxford* (1438) (Re-issue): Drama; Robert Taylor, Lionel Barrymore.

*Fireman Save My Child* (1439): Comedy; Hugh O'Brien, Spike Jones and Troupe.

*Yankee Pasha* (1440) (T): Adventure Drama; Jeff Chandler, Rhonda Fleming, Mamie Van Doren.

*Battle of Rogue River* (1441) (T): Western Melodrama; George Montgomery, Richard Denning.

*Jivaro* (1442) (T): Adventure

Drama; Fernando Lamas, Rhonda Fleming.

*The Forty-Niners* (1443): Western; Bill Elliott, Virginia Grey.

*Mad Magician* (1444): Murder Drama; Vincent Price, Eva Gabor, Mary Murphy.

*The Long, Long Trailer* (1445) (T): Comedy; Lucille Ball, Desi Arnaz.

*Make Haste To Live* (1446): Drama; Dorothy McGuire, Stephen McNally.

*Pride of the Blue Grass* (1447) (T); Racetrack Drama; Lloyd Bridges, Vera Miles.

*Them* (1448); Science Fiction; James Whitmore, Edmund Gwenn, Joan Weldon.

*Elephant Walk* (1449) (T); Drama in Ceylon; Elizabeth Taylor, Dana Andrews, Peter Finch.

*Fort Ti* (1450) (T); Melodrama; George Montgomery, Joan Vohs.

*Knock On Wood* (1451) (T): Comedy; Danny Kaye, Mai Zetterling.

*The Saint's Girl Friday* (1452): Mystery Drama; Louis Hayward, Naomi Chance.

*Riding Shotgun* (1453) (T): Western; Randolph Scott, Joan Weldon, Wayne Morris.

*Gypsy Colt* (1454) (T): Story of a Horse; Donna Corcoran, Ward Bond, Frances Dee.

*Witness To Murder* (1455): Suspense Melodrama; Barbara Stanwyck, George Sanders.

*Rob Roy* (1456) (T): Romantic Adventure; Glynis Johns, Richard Todd.

*Dial M For Murder* (1457) (T): Murder Melodrama; Ray Milland, Grace Kelly, Robert Cummings.

*White Fire* (1458): Mystery Melodrama; Scott Brady, Mary Castle.

*Top Banana* (1459) (T): Musical Comedy; Phil Silvers, Rose Marie and Broadway Cast.

*The Rocket Man* (1460): Melodrama; Charles Coburn, Spring Byington.

*The Naked Jungle* (1461) (T): Adventure Drama; Eleanor Parker, Charlton Heston.

*Dangerous Mission* (1462) (T): Melodrama; Victor Mature, Piper Laurie.

*The Untamed Heiress* (1463): Comedy; Judy Canova, Don Barry.

*Johnny Guitar* (1464) (T): Western; Joan Crawford, Sterling Hay-



den, Mercedes McCambridge, Scott Brady.

*Taza, Son of Cochise* (1465) (T): Western; Rock Hudson, Barbara Rush.

*Riders To The Stars* (1466) (T): Space Drama; William Lundigan, Richard Carlson, Herbert Marshall, Martha Hyer, Dawn Addams.

*Rhapsody* (1467) (T): Romance Musical; Elizabeth Taylor, Vittorio Gassman, John Ericson, Louis Calhern.

*The Black Glove* (1468): Murder Drama; Alex Nicol.

*The Shanghai Story* (1469): Melodrama; Ruth Roman, Edmond O'Brien.

*Terror Street* (1470): Melodrama; Dan Duryea, Alysia Albin.

*Phantom of the Rue Morgue* (1471) (T): Horror Drama; Karl Malden, Patricia Medina, Claude Dauphin, Steve Forrest.

### Marjorie Sterrett Battleship Fund Awards to be Made to Ships in Intratype Competition

A little girl's dime is still paying dividends to the U. S. Navy.

The ten cent piece was sent to the Navy in February 1916 by Marjorie Sterrett with these words, "I'm sending you this week's dime to help you build a battleship for Uncle Sam." When the letter was made public several papers throughout the country took up the call and donations flowed in to swell Marjorie's dime to a total of \$22,178.57.

The money was put in a special fund and during the years between World War I and World War II the Marjorie Sterrett Award was presented each year to the turret or gun crews making the highest scores in short-range battle practice and to submarine crews making the highest score in torpedo firing.

During World War II the award was discontinued. When it was presented again in 1949 the provisions had been changed to shift the emphasis from individual groups to ship teamwork. As a result, it was decided to present the award to one ship in each ocean fleet, the winners in each fleet to be picked from the ships awarded the battle efficiency pennants.

In 1948 *uss Providence* (CL 82) and *uss Helena* (CA 75) won the

highly coveted award. *uss Fiske* (DD 842) and *usn Newman K. Perry* (DDR 883) took the honors in 1949 and in 1950 *uss Charr* (SS 328) and *uss Sea Robbin* (SS 407) were the winners. Then came the Korean war and again the award was discontinued.

Now an announcement has been made that two ships each year will be presented the award. Since the battle efficiency competition, as formerly conducted, is not to be resumed, provisions have been made for the Chief of Naval Operations to announce each year the type of ships from which the winners will be picked.

Then the appropriate type commanders in each ocean fleet will choose the winners of the Marjorie Sterrett Award through intratype competition with the two ships splitting the award. The money will go into each ship's recreation fund and the prestige will belong to the crews.

### NROTC Officers Selected for Permanent USN Commissions

Two hundred NROTC officers of the line and staff corps have been selected for retention as permanent Regular Navy officers.

The selections are the result of recommendations of boards which convened to consider officers commissioned in the Regular Navy from NROTC sources during the calendar year 1951 and who applied for retention as permanent officers in the Regular Navy.

Selected for retention were 143 Line (General), 41 Line (Aviation) and 16 Supply Corps officers.



"You're just a plain nuisance."

### New Scholastic Record Set at Electrician's Mate School

A new scholastic record for the Electrician's Mate Class "A" School at the U.S. Naval Training Center, Great Lakes, Ill., was set by Judd A. Moss, EMFN, when he ended up with a 98.61 grade average.

On completion of the 16-weeks course in electricity, Moss was awarded a meritorious mast by the commanding officer of the Service School Command at Great Lakes. He also received a letter acknowledging his scholastic record as the highest ever attained at the EM school.

Moss gave his success formula as "hard work through the week and liberty on the week end" but he added that "a natural interest in electricity helps too."

The Navy scholar gained practical experience in the field of electricity as a motion picture projectionist in his home town of Rockingham, N. C., before he enlisted in the Navy in June 1952.

### Enlisted Correspondence Course For Electronics Technician 3

A new Enlisted Correspondence Course is now available from the U. S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for it.

The new course, *Electronics Technician 3* (NavPers 91373-1), is applicable to the following ratings: AL, AT, ET, ETN, ETR, ETS, RM, RMN, RMT, SO, SOG, SOH, TD, TDI TDR, TDU, TDV and strikers.

Navymen who have completed a course based on the earlier edition of *Electronics Technician 3* may take the new course for repeat credit.

Applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists who are members of pay units should make application through their Reserve Units.

Other inactive Reservists should forward their applications via the naval district commandant.

## Foreign Awards to U. S. Naval Personnel For Service In Korea Is Authorized

BuPers Notice 1650 (18 Jun 1954) gives authorization for Navy-men to wear decorations given them, during the Korean war, by governments of foreign nations whose personnel served with or under the U.N. command.

The authorization covers all awards for the period of hostilities in Korea and one year afterward, with the provision that the awards or decorations must be given for service performed subsequent to 26 Jun 1950 within the territorial limits of Korea or in its adjacent waters.

All awards for service in Korea which are currently being held by the Department of State will be released and the Chief of Naval Personnel will transmit them to recipients as soon as practicable, without the individual's request.

This notice, which stems from Public Law 354 (83rd Congress) means that many thousands of Navy-men will soon be wearing the Korean Presidential Unit Citation Ribbon. Commanding officers will determine eligibility for and authorize the wearing of this ribbon by screening service records or other documentary evidence.

All personnel eligible for individual decorations for service in Korea and for the Korean Presidential Unit Citation (no medal involved) are now authorized to purchase and wear the appropriate ribbons on

their uniform. These ribbons shall be worn after all U. S. and U. N. ribbons.

The following Navy units have been awarded the KPUC for service in Korea during all or any part of the periods indicated below:

*The Seventh Fleet*—July 1950 to July 1952

*Task Force 95*—12 Sep 1950 to 3 Aug 1951

*Task Force 90*—July 1950 to March 1951

*Fleet Air Wing Six*—July 1950 to June 1951

*Fleet Activities, Inchon*—15 Sep 1950 to 5 Jan 1951 and 25 Mar 1951 to 31 Aug 1951

*Fleet Activities, Wonsan*—21 Oct 1950 to 10 Dec 1950

*Fleet Activities, Chinnampo*—17 Nov 1950 to 5 Dec 1950

*Fleet Activities, Hungnam*—23 Nov 1950 to 9 Dec 1950

*Fleet Activities, Pusan*—16 Jul 1950 to 31 Aug 1951

*U. S. Naval Advisory Group*—February 1952 to February 1953

*uss LSIL 1091*—7 Mar 1951 to 14 Aug 1951

*uss Consolation (AH 15)*—11 Aug 1950 to 24 May 1951

*uss Haven (AH 12)*—18 Oct 1950 to 31 Aug 1951

*uss Repose (AH 16)*—16 Sep 1950 to 31 Jul 1951

*Surgical Team No. Two*—15 Sep 1950 to 15 Oct 1950

*Surgical Team No. Three*—15 Sep 1950 to 15 Oct 1950

*Surgical Team No. Four*—15 Sep 1950 to 15 Oct 1950

## Here Are Some Rules to Follow On Shipping HHE When You Retire or Enter Fleet Reserve

Only Regular Navy officers and enlisted men are entitled to ship their household effects to the city they select when they retire or transfer to the Fleet Reserve. Moreover, these personnel have only one year from the date they retire or enter the Fleet Reserve to exercise this benefit.

Upon retiring or entering the Fleet Reserve, the individual should indicate on his orders the place he has selected as his permanent home in order to prevent delay in the shipment. In case the individual is undecided as to where he will make his home, he may request "non-temporary storage" of household reshipment.

It should be noted, however, that if transportation costs are involved to move the man's household effects to a place of non-temporary storage, he must later pay for reshipment of his effects to his permanent home.

For example, say you were stationed in Washington, D. C., when ordered to retirement or to the Fleet Reserve. You are advised that the Naval Gun Factory (nearest local household goods shipping activity) does not have any government storage space available and your household effects must be transported to the Naval Supply Depot, Mechanicsburg, Pa.

Since transportation costs would be involved here, the reshipment of your goods from Mechanicsburg to the place you designate as your permanent home would not be authorized at government expense.

Also, when you decide where you will make your permanent home, and you have your goods in non-temporary storage, you'll have to send a certified statement to the shipping officer, indicating the place selected as, your home, before shipment can be made.

This statement is required because the regulations state that personnel of the Regular Navy, upon retirement or transfer to the Fleet Reserve, are entitled to shipment to the place they select as their home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for their travel.

Another important item is that

## New Enlisted Correspondence Courses Available

Two new Enlisted Correspondence Courses have been made available for enlisted personnel on active or inactive duty.

These courses serve as a means of studying naval subjects for the ratings indicated and also may be substituted for completion of a Navy Training Course.

You may take these courses by seeing your division officer or your education officer and asking for an application for Enlisted Correspondence Course (NavPers 977).

Reservists on inactive duty should request NavPers 977 from their naval district commandant or Naval Reserve training center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Title of Course	NavPers No.	Applicable to Following
Aviation Structural Mechanic Handbook	91622	AM, AMH, AMS
Handbook for Dental Equipment Maintenance and Repair	91689	DA, DN, DR, DT, DTR



your household effects must be *turned over* to a shipping officer and *en route* to your permanent home before the expiration of the one-year time limit.

If you contemplate retiring or transferring to the Fleet Reserve it is a good idea to check with your local shipping officer for complete details.

## Applications for Appointment as Ensigns in Medical Service

### Corps Open to EMs, WOs, CWOs

Qualified enlisted personnel and warrant officers in the Hospital Corps of the Regular Navy are eligible to apply for appointment in the grade of Ensign (2300), in the Administration and Supply Section of the Medical Service Corps, Regular Navy.

In order to apply for the commission Regular Navy personnel in the Hospital Corps must meet the following requirements:

- Must be serving in a permanent or temporary status of commissioned warrant officer, warrant officer, chief hospital corpsman, chief dental technician, hospital corpsman first class or dental technician first class.

- Must have been serving as a petty officer, first class or higher, for a period of at least one year prior to the date scheduled for the professional examination—usually around 15 May of each year.

- Must be a citizen of the U.S., at least 21 and under 32 years of age at the date of appointment.

- Must be physically qualified.

- There are no dependency restrictions for male applicants, but a female applicant is not eligible for consideration if she has personal custody of a child under 18 years of age, or if she is the mother of a child under 18 to whom she has not lost all rights of custody and control through formal adoption proceedings.

- Educational requirements—Applicants must have (1) successfully completed four semesters (two years) of work toward a degree in an accredited college or university, or (2) satisfactorily completed the USAFI Educational Qualification Test 2CX prior to 1 Jan 1954, or (3) must be a high school graduate or have the service-accepted equivalent as set forth in BuPers Instruction

## QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (a) Chairman of the Joint Chiefs of Staff.
2. (a) Admiral Arthur W. Radford, USN.
3. (c) Journalist.
4. (b) 1948.
5. (b) AJ-1 Savage.
6. (a) The heaviest aircraft to land on a carrier. A heavier aircraft, the P2V has taken off from a carrier but has never landed.

1560.1, and have a GCT or ARI score of at least 60.

The results of tests given must be available in the applicant's record in the absence of the formal educational requirement at the time of submission of his formal application. Those candidates whose nominations are accepted will be given the Officer Selection Test, which will be forwarded to the commanding officers of eligible applicants prior to the date the test is to be given.

- Applicants must satisfactorily complete the written professional examination.

- Applicants must have no record of conviction by courts-martial for the two-year period preceding the date of written examination.

Additional information regarding the proper procedure for application for appointment to ensign under this program is contained in BuPers Inst. 1120.15A dated 20 Apr 1954.

## If You're Shipping Your HHE, See This Film on How to Do It

A training film which is a "must" for all married men has been produced and sent out to various naval activities.

Dealing with "Shipment of Household Goods," the film stresses proper shipment of household goods, responsibility of the household goods shipping office, the owner and the carrier.

The film has been disseminated to all Naval Supply Centers, Naval Supply Corps Schools, Naval District Training Aids Sections and Aviation Film Libraries.

Tips from the film may help individuals when the next transfer comes along and may eliminate many of the headaches in preparing household goods for shipment.

## Courses Ready on Military Government And Merchant Ship Communications

Two new officer correspondence courses are now available at the U. S. Naval Correspondence Course Center, Brooklyn, N. Y.

They are *Merchant Ship Communications* (NavPers 10917), designed primarily for the naval communication liaison officer, and *Military Government* (NavPers 10718), designed for officers having duties or prospective mobilization billets in military government. Both courses are unclassified.

The major emphasis of *Merchant Ship Communications* is on maritime communications in wartime and on the NCLO as a liaison agent. It is desirable, but not absolutely necessary, that the student have some prior acquaintance with naval communications procedure. Presented in six assignments, this course carries 12 points Naval Reserve credit.

*Military Government* covers the general theories, policies, and principles of American military government.

This course was originally prepared and administered by the U. S. Army as *Common Subcourse No. 31*. Presented in six assignments, the course carries seven points Naval Reserve credit.

Application for enrollment in either course should be made on form NavPers 992 and forwarded via official channels to the Naval Correspondence Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

## Course on Medical Department Administration To Be Revised

A Medical Department correspondence course has been temporarily withdrawn from the Correspondence Training Division, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md.

The correspondence course titled *Medical Department Administration* (NavPers 10847) has been withdrawn from the list of courses at the Medical School pending a revision which is now in progress. When the revision of this course is completed it will be announced in ALL HANDS.

## Round-Up of New Legislative Action Under Consideration Of Interest to Naval Personnel

Here is the latest round-up of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list relates to Congressional action taken during the month since the last round-up.

Further information on legislation pertaining to the Navy and naval personnel will be carried in forthcoming issues as action is taken.

**Temporary Appointments** — Public Law 407 (evolving from S. 3524 and H. R. 8635): authorizes the President to affirm appointments of certain officers holding appointments under Public Law 188. Thereafter they are considered to hold appointments under the applicable provisions of the Officer Personnel Act. The law also provides severance pay for certain Regular Navy officers serving under permanent appointments who have failed twice for selection for promotion under Public Law 188.

**Defense Appropriations** — H. R. 8873: Public Law 458, approved 30 June authorized appropriations for 1955 for the Army, Navy, Air Force and other Defense agencies of just under \$29 billion with approximately \$11 billion being allotted the Air Force, \$10 billion the Navy and Marine Corps and \$7½ billion the Army.

**Reenlistment Bonus** — S. 3539: reported favorably by Senate Armed Services Committee; would establish a new system of paying reenlistment bonuses. The formula for figuring the amount of the bonus due would provide for a fraction of the Navyman's monthly basic pay to be multiplied by the number of years contracted for in his new enlistment. The fraction would be largest for the first reenlistment and would decrease for subsequent reenlistments, ending entirely after 20 years' service. Personnel would be given the option of taking their reenlistment pay under the new bill or under the former provisions of law.

**Medical Facilities** — H. R. 9697: introduced; would provide that in cases where sufficient medical facilities are not available for dependents of armed forces for various types of illnesses, that these dependents shall be authorized to get treatment from civilian physicians and surgeons. However, one provision of the bill states that when a dependent goes outside the armed forces for medical care, he or she shall bear the first \$10 of cost himself.

**Incentive Pay** — S. 3573 and S. 3574: introduced; would add duty involving the use of helium-oxygen for a breathing mixture in deep sea diving and duty involving low pressure chamber and acceleration experiments to the list of those rating hazardous duty pay.

**Savings Deposits** — S. 3284: introduced and favorably reported by Senate Armed Services Committee; makes uniform for all the armed forces a savings deposit system for enlisted personnel in lieu of present systems. Interest under this legislation would remain at four per cent.

## Navy Selects 1434 PO1s For Promotion to CPO Status

The Navy has announced that 1434 first class petty officers have been selected for promotion to chief petty officer, acting appointment.

This year the advancements will be in four increments, the first of which was 16 Jun 1954. The other advancement dates are 16 Aug 1954, 16 Nov 1954 and 16 Jan 1955.

There were 25,000 first class petty officers who took the examinations for CPO in February 1954. Of this number, 8000 passed. The number of men to be advanced was controlled by budgetary limitations and vacancies in the various ratings.

In addition to the personnel listed in the enclosures of BuPers Notice 1430 of 30 Apr 1954, there were other candidates in various ratings who successfully passed the exam but who cannot be advanced at this time. Additional quotas for advancement in certain of these ratings may be granted, however, before the next examination.

Personnel who are not included on the current advancement list or on a subsequent list issued prior to the next pay grade E-7 examinations, must again take the exam.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 18 — Gives instructions to personnel who have "lost time" during an enlistment or extension, concerning refund of part of their enlistment bonus.

No. 19 — Announces eight three-year scholarships at Valley Forge Military Academy for sons of Regular Navy officers.

No. 20 — Expresses condolences on the occasion of the death of Charles F. Adams, Secretary of the Navy from 1929 to 1933.

No. 21 — Announces the convening of a selection board to recommend officers on active duty for temporary promotion to the grade of rear admiral.

No. 22 — Publishes the action taken on the involuntary release of certain Naval Reserve officers from active duty, the selection of Naval Reserve officers for retention in or assignment to the TAR program and the selection of certain officers for active duty agreements.

No. 23 — Gives promotion zones for consideration for promotion to the grade of rear admiral for Staff Corps officers on active duty.

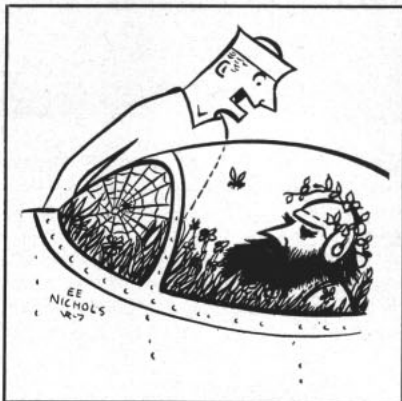
### BuPers Instructions

No. 1120.21 — Announces an annual program and gives the eligibility requirements for appointment of Regular and Naval Reserve officers and enlisted personnel as Special Duty Officers (Law) in the Regular Navy.

No. 1552.5 — Tells who may apply to get on the mailing list for the "Naval War College Review."

No. 1741.6A — Concerns use of revised DD Form 93 to designate a beneficiary or change a beneficiary





"Gad, Sir, this old canopy sticking shut again?"

—E. E. NICHOLS, ADAA, USN

on a Serviceman's Indemnity Policy.

No. 5510.3C — Publishes a revised list of schools and courses for which security clearance is required and emphasizes to commands that prospective students at these schools should be cleared for access to classified material before they are detached and transferred to such duty.

#### BuPers Notices

No. 1440 (3 Jun 1954) — Establishes the procedure for assigning emergency service ratings to Fire Control Technician (FT) of the Naval Reserve and Fleet Reserve, and notifies Damage Controlmen of increased responsibilities which are theirs for atomic, biological and chemical warfare defense knowledge.

No. 1440 (4 Jun 1954) — Continues the commanding officer's authority to make changes in rate to or from airman and airman apprentice.

No. 1710 (7 Jun 1954) — Sets down regulations governing Navy participation in rifle and pistol tournaments, including All-Navy competition.

No. 1412 (7 Jun 1954) — Lists the names of women officers of the Supply and Medical Service Corps of the Navy selected for permanent promotion to the grade of lieutenant commander.

No. 1130 (7 Jun 1954) — Authorizes the discharge and reenlistment in the Regular Navy of certain Naval Reserve personnel in pay grades E-6 and E-7 whose transfer to the Regular Navy was earned in the February 1954 exams.

No. 1030 (9 Jun 1954) — Cancels certain reports on fiscal matters which are no longer required.

No. 1742 (9 Jun 1954) — Sum-

marizes absentee voting information for personnel of the armed forces for 1954.

No. 1650 (14 Jun 1954) — Suspended temporarily the issuance of the Navy and Marine Corps Good Conduct Medal pending a revision of the Navy and Marine Corps Awards Manual.

No. 1412 (17 Jun 1954) — Lists warrant and commissioned warrant officers of the Regular Navy selected for promotion to W-2, W-3 or W-4 grade.

No. 1520 (22 Jun 1954) — Calls for applications for Rhodes Scholarships from eligible Regular Navy and Marine Corps officers.

### NavCad Program Open To Regular and Reserve EMs

Applications for flight training are desired from enlisted personnel of the Regular Navy, the Regular Marine Corps and their active duty Reserve components.

To be eligible to apply under the provisions of BuPers Inst. 1120.20, enlisted men must have completed two years at an accredited college or university, or have the service-accepted equivalent. Personnel who have one year of college or have the service-accepted equivalent and who have attained Basic Test Battery scores of 120 for GCT plus ARI and 58 for MECH are also eligible.

If the service-accepted equivalent of one year of college is used in qualifying, the applicant must present a certificate of graduation from an accredited high school or secondary school or have the service-accepted equivalent.

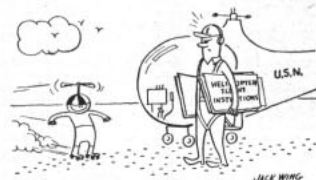
In addition applicants must be at least 18 but less than 25 years of age on the date the application is submitted. They must also sign a contract agreeing to remain on active duty for four years from the date of first reporting to active duty in the grade of Naval Aviation Cadet, unless sooner released by SecNav.

Only unmarried personnel may apply and they must be physically qualified and "aeronautically adapted" for the actual control of aircraft in accordance with the current edition of the *Manual of the Medical Department, U.S. Navy*.

Full details on the program can be found by consulting the instruction.

## HERE'S YOUR NAVY

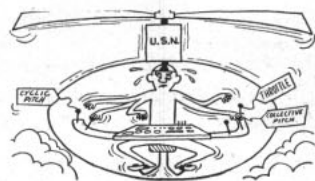
Here's a Navyman who has all the troubles of a one-armed paperhanger — the pilot who flies a helicopter. The 'copter pilot has two controls which must be manipulated by his left hand, a third by his right, and a pair of pedals to keep both feet occupied. A crowded instrument panel reminds him of the whirling rotor above and the smaller rotor behind. All this calls for coordination. As if this isn't enough, he must also consider what is



going on outside of his bubble cockpit.

To get off the ground, he pulls up on the "collective pitch" stick with his left hand. This causes the rotor to take bigger "bites" of air. With the same hand, he adjusts the motorcycle type throttle for more power and keeps the rotor speed constant. As the copter lifts it tends to rotate. To prevent this, the foot pedals must be used to adjust the amount of power going to the small rotor at the end of the tail. To hover, the controls are again adjusted until lift just equals the machine's weight.

For horizontal flight, the "cyclic pitch stick" at the pilot's right hand is pushed in the desired direction. This causes the entire rotor to tilt in one direction, thus producing more lift on



one side than the other and diverting some power to horizontal motion. Changes in speed require changes in power, so the left hand is kept busy with the throttle. As engine power changes, the thrust produced by the tail rotor must be varied so as to keep the copter pointed in the same direction. This is done with the tail or foot rotor pedals. Landing is simple enough. It merely involves going through the whole procedure again—in reverse.

# DECORATIONS & CITATIONS

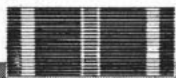


LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

## Gold star in lieu of third award:

- ★ GRIGGS, Gale E., CAPT, USN, CO of USS *Manchester* (CL 83) and Commander of numerous Task Elements from 27 Feb to 26 Jun 1953. Combat "V" authorized.
- ★ HILL, Andrew J., CAPT, USN, on the staff of Commander Seventh Fleet from 16 Feb to 27 Jul 1953. Combat "V" authorized.
- ★ HORNEY, Harry R., CAPT, USN, CO of USS *Bataan* (CVL 29) from 21 Apr to 13 Aug 1952 and from 11 to 27 Feb 1953. Combat "V" authorized.
- ★ JACKSON, Andrew M., CAPT, USN, Chief of Staff to Commander Carrier Division Five and Commander Task Force 77 from 16 Sep 1952 to 24 Jan 1953. Combat "V" authorized.
- ★ MCDANIEL, Eugene F., CAPT, USN, Commander Destroyer Squadron Five from 9 May to 27 Jul 1953. Combat "V" authorized.
- ★ MELSON, Charles L., CAPT, USN, CO of USS *New Jersey* (BB 62) and Commander Task Group 70.1 from 8 Apr to 27 Jul 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ MCCOY, John C., LTJG, USN, attached to Fighter Squadron 111 on 19 Jul 1953.
- ★ MCCracken, Donald W., LTJG, USN, serving in Fighter Squadron 874 on 20 Sep 1951.
- ★ McKELLAR, Edwin D., Jr., LTJG, USN, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
- ★ McNEIL, Wilfred J., Jr., LCDR, USN, serving in Fighter Squadron 153 on 20 Apr 1953.
- ★ MELHUSE, Arthur N., LCDR, USN, serving in Fighter Squadron 194 on 25 Jul 1953.
- ★ MILLER, Gerald E., LCDR, USN,

serving in Fighter Squadron 153 on 6 May 1953.

- ★ MOORE, John M., Jr., LT, USN, attached to Fighter Squadron 51 on 3 May 1953.
- ★ MUELLER, Gregg, LCDR, USN, attached to Fighter Squadron 51 on 3 May 1953.
- ★ NEEL, Walter P., LCDR, USN, (posthumously), serving in Attack Squadron 65 from 23 Mar to 18 Apr 1952.
- ★ OBEY, Roland J., LCDR, USN, serving in Attack Squadron 95 on 20 Feb 1953.
- ★ OVERTON, James B., LTJG, USNR, serving in Composite Squadron Three, Carrier Air Group Five on 5 Mar 1953.
- ★ OWENS, Thomas P., LT, USNR, serving in Composite Squadron 35 on 11 Apr 1953.
- ★ PAINTER, Francis E., ENS, USNR, (posthumously), serving in Fighter Squadron 153 on 6 May 1953.
- ★ PARKS, John E., CDR, USN, Commander, Carrier Air Group 15 on 6 May 1953.
- ★ PETERS, John E., LT, USNR, serving in Fighter Squadron 54 on 27 Apr 1953.
- ★ PETERSON, Oren, LTJG, USN, serving in Fighter Squadron 194 on 14 Jun 1953.
- ★ PURVIS, Elvis E., LTJG, USN, serving in Fighter Squadron 194 on 17 May 1953.
- ★ ROBERTS, James W., LTJG, USNR, serving in Fighter Squadron 874 on 18 Aug 1951.
- ★ ROSSON, Frank W., Jr., LCDR, USNR, serving in Attack Squadron 702 and serving with Carrier Air Group 101 on 25 May 1951.
- ★ ROWLANDS, David M., LTJG, USNR, serving in Fighter Squadron 781 on 18 Nov 1952.
- ★ RUSSELL, George E., LTJG, USN, attached to Fighter Squadron 51 on 3 Jun 1953.
- ★ SABIN, Nelson, LT, USN, attached to Composite Squadron 35 and serving with Fighter Squadron 194 on 23 May 1953.
- ★ SEAWELL, Albert, Jr., LT, USNR, attached to Fighter Squadron 53 on 9 Mar 1953.
- ★ SELLS, Charles H., ENS, USNR (posthumously), serving in Fighter Squadron 94 on 25 Jul 1953.
- ★ SHACKFORD, Lester B., Jr., ENS, USNR, serving in Helicopter Squadron One, Unit 18, on 4 Mar 1953.
- ★ TAYLOR, Leroy Z., LTJG, USNR, serving in Composite Squadron 61, attached to Carrier Air Group 11, on 20 Jul 1952.

Gold star in lieu of second award:

- ★ ADY, Howard P., Jr., CDR, USN, Commander Carrier Group 101 on 12 Oct 1952.
- ★ BERREY, Samuel B., CDR, USN, CO of Attack Squadron 95 on 16 Jun 1953.
- ★ BRANHAM, Horace C., LCDR, USNR, serving in Attack Squadron 125 on 21 Jan 1953.
- ★ DAVIS, Homer B., LT, USNR, serving in Fighter Squadron 781, attached to Carrier Air Group 102 on 7 Oct 1951.
- ★ EPES, Horace H., LCDR, USN, CO of Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.
- ★ FELTON, Robert E., LT, USN, serving in Helicopter Squadron Two, temporarily attached to Mine Squadron Three, on 31 Mar 1951.
- ★ GREEN, Laurence B., LCDR, USN, attached to Fighter Squadron 53 on 14 Mar 1953.

Gold star in lieu of third award:

- ★ BATTEN, Hugh N., LT, USN, attached to Fighter Squadron 91 on 18 Jul 1953.
- ★ McDOWELL, Wilfred O., LCDR, USNR, serving in Attack Squadron 155 on 6 May 1953.
- ★ NALL, Royce L., LCDR, USN, serving in Composite Squadron 61, attached to Carrier Air Group 11 on 20 Jul 1952.
- ★ POWELL, Rolan D., LT, USNR, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.
- ★ SINGLETON, Royce A., LCDR, USN, serving in Fighter Squadron 94 on 30 Jun 1953.
- ★ STENSTROM, Joseph E., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

Gold star in lieu of fourth award:

- ★ BARBOR, Robert T., LT, USN, serving in Composite Squadron Three on 26 Jan 1951.
- ★ CAIN, James B., LCDR, USN, serving in Fighter Squadron 172 on 9 Oct 1951.
- ★ EVANS, Halbert K., CDR, USN, (posthumously), CO of Attack Squadron 75 on 21 Oct 1952.
- ★ KINSELLA, James J., LCDR, USN, serving in Fighter Squadron 52 on 16 Jul 1953.
- ★ WATTS, Donald L., Jr., LCDR, USNR, CO of Fighter Squadron 874 on 11 July and 3 Oct 1951.

Gold star in lieu of fifth award:

- ★ BEAUCHAMP, Ernest M., LCDR, USN, serving in Fighter Squadron 51 on 11 Sep 1951.

Gold star in lieu of seventh award:

- ★ DUNCAN, George C., CDR, USN, serving in Fighter Squadron 54 on 3 May 1953.





BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ FITZ, Harold F., HM3, USNR, serving with a Marine Infantry Company on 24 Feb 1951. Combat "V" authorized.

★ FITZGERALD, Joseph C., LCDR, ChC, USN, serving with a Marine Artillery Regiment from 14 Jan to 15 Jul 1951. Combat "V" authorized.

★ FITZPATRICK, Francis J., CDR, USN, CO of *uss Arnold J. Isbell* (DD 869) from 19 Feb to 22 Jun 1952. Combat "V" authorized.

★ KENNEDY, John H., LT, MC, USNR, serving with a Marine Infantry Regiment from 21 Oct 1952 to 4 Apr 1953. Combat "V" authorized.

★ HAMPTON, Donovan E., Jr., HM1, USNR, attached to a Marine Infantry Battalion on 27 May 1951. Combat "V" authorized.

★ HAYES, George A., CDR, USN, CO of *uss Brown* (DD 546) and Commander Task Element 95.28 from 29 Jul to 15 Nov 1952. Combat "V" authorized.

★ HOLLOWAY, Raymond R., HM3, USN, attached to a Marine Infantry Company on 1 Feb 1951. Combat "V" authorized.

★ HOPKINS, Melvin, HM3, USN, serving with a Marine Infantry Company on 11 Mar 1951. Combat "V" authorized.

★ JENNINGS, Robert E., HM3, USNR, serving with a Marine Infantry Company on 19 Jun 1951. Combat "V" authorized.

★ KAVANAGH, Thomas M., HM3, USNR, serving with a Marine Infantry Company on 24 Nov 1952. Combat "V" authorized.

★ KELSEY, Leonard G., HM1, USN, attached to a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.

★ KILLEEN, Patrick A., LTJG, ChC, USN, attached to a Marine Signal Battalion from 15 to 21 Sep 1950. Combat "V" authorized.

★ KLINE, James W., ENS, USNR, officer-in-charge of a Beach Reconnaissance Demolition Team on night of 12-13 Jul 1952. Combat "V" authorized.

★ LARKIN, Daniel F., Jr., USN, on the staff of Commander Cruiser Division Five from 21 Nov 1952 to 19 Apr 1953. Combat "V" authorized.

★ LATON, Henry R., BTC, USN, serving in *uss Barton* (DD 722) on 16 Sep 1952. Combat "V" authorized.

★ LEAHY, Harold G., CDR, USN, CO of *uss John A. Bole* (DD 755) from 2 Feb to 26 Jun 1952. Combat "V" authorized.

★ LEES, James S., LCDR, USN, on the

staff of Commander Service Division 31 and on temporary additional duty as Commander of a Task Unit under Commander Task Group 92.1, from 20 Jan to 9 Feb 1953.

★ LOCKWOOD, Burton G., LT, USN, serving in *uss Bremerton* (CA 130) from 12 May to 6 Sep 1952 and from 5 May to 18 Jun 1953. Combat "V" authorized.

★ LOGENBERGER, Henry, LT, USNR, attached to an Army Infantry Company on 24 Dec 1950. Combat "V" authorized.

★ MANN, William C., Jr., LCDR, USN, on the staff of Commander Carrier Division One and Commander Task Force 77 from 23 Jun to 18 Dec 1952. Combat "V" authorized.

★ MAVIS, Carroll A., HM3, USNR, serving with a Marine Infantry Company on 21 Feb 1951. Combat "V" authorized.

★ MAYER, Joseph A., HN, USN, serving with a Marine Infantry Company on 8 Dec 1950. Combat "V" authorized.

★ MOSHER, Robert G., HM3, USN, attached to a Marine Infantry Battalion on 11 Dec 1950. Combat "V" authorized.

★ MURPHY, James E., LCDR, USN, CO of *uss Devastator* (AM 318) from 9 Feb 1952 to 1 Jan 1953. Combat "V" authorized.

★ O'NEAL, Larry E., HN, USN, serving with a Marine Infantry Company on 9 Dec 1950. Combat "V" authorized.

★ O'NEILL, John W., LT, USN, CO of *uss Murrelet* (AM 372) from 14 Aug 1951 to 19 Jun 1952. Combat "V" authorized.

★ PACE, Robert E., Jr., LTJG, MC, USNR, serving with a Marine Infantry Battalion and a Medical Company from 11 Nov 1950 to 20 Jun 1951. Combat "V" authorized.

★ RADEL, Frederick M., CDR, USN, CO of *uss Gurke* (DD 783) from 14 Feb to 10 May 1952. Combat "V" authorized.

★ SANBORN, Neal D., LTJG, MC, USN, serving with a Marine Artillery Battalion on 21 Jul 1951. Combat "V" authorized.

★ SHEA, Donald F., HN, USN, serving with a Marine Infantry Company on 3 Mar 1951. Combat "V" authorized.

★ SMITH, David M., HM2, USN, serving with a Marine Infantry Battalion on 23 and 24 Apr 1951. Combat "V" authorized.

★ SMITH, James E., CDR, USN, serving in *uss Missouri* (BB 63) from 17 Oct to 14 Feb 1953. Combat "V" authorized.

★ ST MARY, John F., LT, MC, USNR, serving with a Marine Infantry Regiment from 5 May to 10 Jul 1951. Combat "V" authorized.

★ THOMPSON, Thomas C., HM2, USN, serving with a Marine Headquarters Battalion on 7 Dec 1950. Combat "V" authorized.

★ VAN LEUNEN, Paul, CDR, USN, on

the staff of Commander Seventh Fleet from 24 Mar 1952 to 14 Mar 1953. Combat "V" authorized.

★ VASUSKY, Eugene P., HN, USN, serving with a Marine Infantry Company on 27 Sep 1950. Combat "V" authorized.

★ VON LACKUM, Leroy F., LTJG, MC, USNR, serving with a Marine Infantry Battalion on 11 Jun 1951. Combat "V" authorized.

★ WESCHE, Otis A., CDR, USN, CO of *uss Southerland* (DDR 743) from 14 Feb to 14 Jul 1952. Combat "V" authorized.

★ WESTFALL, Wilbur W., CDR, MC, USNR, serving with a Marine Aircraft Group from 13 Aug 1952 to 1 May 1953. Combat "V" authorized.

★ WHITE, William, HM3, USN, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.

★ YORKA, Robert J., HN, USN, serving with a Marine Weapons Company on 9 Jun 1951. Combat "V" authorized.

★ ZIMMERMAN, Robert G., LT, USNR, CO of *uss Kite* (AMS 22) from 22 Jan to 6 Dec 1952. Combat "V" authorized.

**Gold star in lieu of second award:**  
★ BERNDTSON, Arthur H., CDR, USN, CO of *uss Stickell* (DDR 888) from 19 Feb to 10 Aug 1952. Combat "V" authorized.

★ BRUMBY, Edward, CAPT, USN, on the staff of Commander Naval Forces, Far East, from 11 Sep 1950 to 13 Feb 1951 and from 11 May 1951 to March 1952.

★ ECKERT, Kenneth E., BM2, USN, attached to *uss Horace A. Bass* (APD 124) from 21 Apr to 3 May 1952. Combat "V" authorized.

★ JOHNSON, Howard A., CDR, MC, USN, attached to the First Marine Division from 3 Nov to 11 Dec 1950. Combat "V" authorized.

★ VASUSKY, Eugene P., HN, USN, attached to a Marine Infantry Company on night of 27 Nov 1950. Combat "V" authorized.

★ WITHEROW, Joseph F., CDR, USN, serving as Operations Officer and subsequently as Supervisor, Shipping Control Authority for the Japanese Merchant Marine from June 1950 to April 1952.

**Gold star in lieu of third award:**

★ BASSETT, Leonard F., CDR, USN, serving in *uss Iowa* (BB 61) from 8 Apr to 12 Jul 1952. Combat "V" authorized.

★ HUBBARD, Miles H., CAPT, USN, CO of *uss Bremerton* (CA 130) from 22 Jul to 6 Sep 1952. Combat "V" authorized.

★ HUTCHINSON, George, CDR, USN, chief staff officer on the staff of Commander Service Division 31 from 1 Nov 1951 to 1 Mar 1953.

★ RATLIFF, William K., CDR, USN, serving as CO of *uss John W. Thomason* (DD 760) from 8 Mar to 26 Jun 1952. Combat "V" authorized.

# BOOKS:

VOLUMES OF HISTORY, FICTION  
ARE ON AUGUST READING LIST

**S**ALTY yarns are among the many new books now on their way to ship and shore libraries. Here are re- and shore libraries. Here are reviews of several of the latest, chosen for Navymen by the BuPers library staff:

- *Epics of Salvage*, by David Masters; Little, Brown and Company.

The task of salvaging and repairing vessels has often confronted the sailor—be he a Navyman or a merchant mariner. This book, a collection of some of the most unusual and difficult salvage operations undertaken during World War II, will therefore have special appeal to Navy readers.

## SONGS OF THE SEA



### Sailing by the Lowlands

We now are youthful sailors;  
We are not far from shore;  
But soon we mean to journey  
The ocean o'er and o'er.  
For little ships, they say,  
Close up to land must keep,  
But soon we hope to launch away,  
And dash across the deep.  
Chorus—  
Now we sail along the lowlands, lowlands,  
lowlands,  
But we soon shall leave the peaceful  
shore;  
And away from all the lowlands, lowlands,  
lowlands,  
We will roam the wondrous ocean o'er.  
—Old Naval Song

Among the stories told is the incident concerning the British ships *Queen Elizabeth* and *Valiant*. Late in 1941, Italian volunteers, riding "torpedo chariots," sank these two vessels—then the only British capital ships in the Mediterranean. Because of the shallow harbor, the decks of the vessels were above water and remained upright. The British contrived to keep the disaster a secret. Parties were given aboard *Queen Elizabeth* to deceive Italian spies. Eventually the ships were refloated and repaired. The Italians had failed to take advantage of their momentary sea supremacy.

There are 27 other episodes, including searches for gold and the refloating of the *Georgic*. An account of the raising of the *Normandie* (*Lafayette*) is one of the most interesting.

Salvage experts were flooded with all sorts of gratuitous ideas as to how to save the ship—ranging from filling the vessel with pingpong balls to other "mad dreams" even more illogical.

- *George Washington's America*, by John Tebbel; E. P. Dutton and Company.

This volume, the latest of many written about Washington, takes advantage of the best modern scholarship on Washington's life as well as the large quantities of contemporary material available, including the first president's letters and diaries.

It is not a biography in the usual sense. Rather it is a chronicling of Washington's journeys about the country and an attempt to show "how he looked to the nation and how the nation appeared to him." In short, it is an effort to bring to life the "face on the schoolroom wall."

The reader will learn what Washington ate, how he dressed, how he traveled—described in Washington's own words and those of his friends and associates. He'll learn of Washington's quest for "honor," his life as a general and as president. And running through it all is the ever-present desire of Washington simply to return to Mount Vernon and be a "gentleman farmer."

Those of us who fall into the category of "general readers" will find lots of fascinating information to supplement the "story book" image we acquired of the "Father of our Country."

★ ★ ★

- *Don't Tread on Me*, by CAPT Walter Karig, USN, with CAPT Horace V. Bird, USN; Rinehart and Company.

Here's a historical novel dealing with "the exploits, military and gallant" of Commodore John Paul Jones.

The yarn is told in the words of one Manesseh Fisher, a New England sailmaker's apprentice who stows away on a vessel skippered by Jones.

Fisher is at Jones' side in one capacity or another through the capture of Nassau early in the American Revolution to the great victory over the British man-o'-war, *Serapis*.

Jones, who was master of a ship at 20, is portrayed as a man with an uncanny knowledge of the sea and ships, a man with a flair for the dramatic, a penchant for quoting Shakespeare and, above all, a burning desire to fulfill his destiny.

Although the book is a novel and not a "fictionalized biography" care has been taken to insure accuracy of the many details.

Navymen who like their historical novels well-flavored with ocean spray and derring-do will find lots to enjoy in this volume.

★ ★ ★

- *Twilight of the Dragon*, by Peter Bourne; G. P. Putnam's Sons.

China, at the turn of the last century, is the setting for this suspenseful novel.

The Boxer movement is on the upswing and the conflict between Western-minded Chinese and those who wish to drive the "foreign devils" out grows increasingly worse. Missionaries are slain. Western sympathizers are punished.

Involved in this complicated plot are Wen Chin, a Chinese youth who had been adopted by a missionary, his foster brother, Randall Lockhart, a young Chinese noblewoman, Sweet Virtue, and various and sundry others including the Dowager Empress.

Mystery, intrigue and a "shooting war" add to the excitement of this novel which highlights the end of an era.



# RAILROAD NAVY



## THE NAVY IN FRANCE — 1918

The U.S. Navy had an answer to Germany's "Big Bertha" of World War I. It was the large-caliber naval guns mounted on railway cars. The story of this unusual naval operation is told in the official account edited by Navy's Historical Section, entitled "The United States Naval Railway Batteries in France."

*The idea of taking several of the Navy's biggest guns and mounting them as long-range artillery pieces in support of the World War I ground forces in France had been considered for some time.*

Now two events occurred which gave the brainstorm added impetus. The first was the decision to stop construction of several projected battle cruisers for the Navy, and instead build destroyers and light craft. As a result, the Navy found itself with an abundant supply of large-caliber rifle replacements.

The second was the shelling by the Germans in March of 1918 of a church in Paris. It had been Good Friday and the church was jammed. Suddenly a shell from a German battery some 75 miles away crashed through the roof and exploded, killing 75 and injuring 90. Although the Germans had been shelling Paris for some weeks, this shelling speeded up the answer to the German "Big Bertha"—the U.S. Navy's railway guns.

By May, the first of five 14-inch rail-mounted guns that were to find their way to France before the war ended had been completed and tested. Some 20,000 officers and men had eagerly volunteered to join the expedition; a chosen few were selected and trained.

By August, the first guns had been successfully shipped to France, assembled at the port of St. Nazaire

and rushed to the front. The news of the coming of the battery had somehow spread across France and its progress toward Paris was like a triumphal procession. All along the route crowds assembled, cheering the American naval gunners. Girls threw garlands around the guns' long snouts.

However, the Germans evidently learned of them too, for no sooner had the railway caravan reached the front than the enemy withdrew his huge weapon (at least never again put it to use).

But there were still plenty of other worthwhile targets to fire at. Operating at various points along the front line, the batteries tore into enemy railroads, cut important lines of communication, blew up ammunition dumps and bases and scattered destruction far in the rear of the German trenches.

This book supplement pieces together the story of this achievement from excerpts of the official account of the expedition, taken from "The United States Naval Railway Batteries in France" edited by the Historical Section of the Navy Department in 1922. Although not a sparkling adventure story of derring-do, it is nevertheless a little-known and unusual exploit that deserves a place in the annals of unique jobs well done by the naval service.

FUNDAMENTALLY EACH BATTERY consisted of a 14-inch 50-caliber naval rifle carried on a special railway mount, together with ammunition cars and auxiliary cars. The gun, with a muzzle velocity of 2,800 foot-seconds, had a maximum range of 42,000 yards.

Firing could be effected between angles of zero to 43° elevation. At angles of elevation ranging from zero to 15° the gun could be fired with no support other than the trucks. For firing at any angle within the range of 15° to 43° elevation, it was necessary to place the gun car over a suitable pit foundation to allow clearance for the 44-inch recoil of the gun.

When on this foundation the mount was fixed, and its position remained the same for successive shots. When firing at the lower angles upon the track, the energy of recoil was absorbed by the car, which traveled backward on the rails.

The railway battery was designed to provide utmost freedom from difficulties associated with auxiliary power-driven accessories and from dependence upon a supply base. With exception of a small, combined air compressor and winch, driven by a single gas engine, the mechanical functions of the battery were performed solely by hand power.

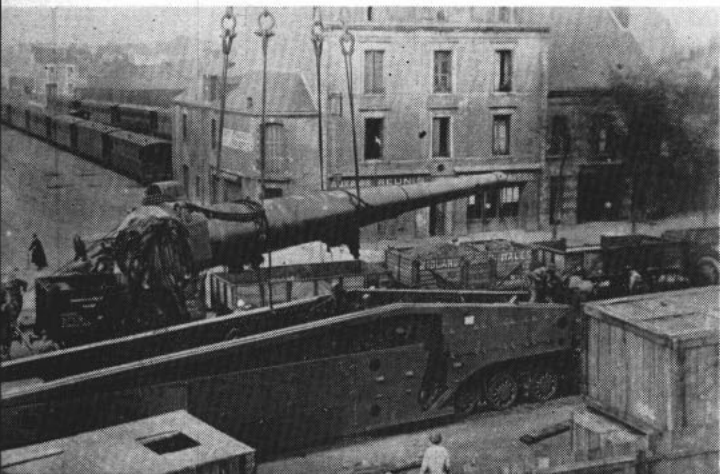
Compressed air was used in operating the breech mechanism and in the counter-recoil cylinders. Each battery train was provided with ample supplies and spare parts, augmented by stores and equipment carried on the staff train. The cars of the battery train provided facilities for foundation erection, repairs and quarters for the officers and crew.

The scope of the battery is indicated by the following list of cars which made up a single battery train: one locomotive, one gun car, one construction car, a construction car with crane, a sand and log car, fuel car, battery kitchen car, two ammunition cars, three berthing cars, one battery headquarters car, one battery headquarters kitchen car and a workshop car.

The locomotives and all the cars were designed to conform to the regulations of the French state railways. Exclusive of the gun car, the various cars were standard flat cars, gondolas, and box cars similar to those supplied to the American Expeditionary Forces in France, and they could be used in conjunction with the French railway equipment. The fittings of the battery headquarters, berthing, and commissary cars, such as bunks, stoves, and other appurtenances, were, for the most part, standard naval fittings which could be replenished at any naval base.

While in France the guns were never fired from the

**14-INCH GUN** is unloaded upon arrival at St. Nazaire after hazardous crossing of the Atlantic.



## Railroad Navies Fought in Other Wars

Using large-caliber naval guns in a shore-based battery and bringing Navymen ashore to man them—as was done in France during World War I—was by no means unique.

In the Mexican War, three 64-pounders and three long 32-pounders were used by General Winfield Scott at Vera Cruz from the land side. During the Boer War, one of the British cruisers was practically stripped of her guns and the pieces used in several actions ashore. Naval guns were also used on land during the Boxer Rebellion in China.

In World War I, in addition to the big guns used in France, guns of smaller caliber were mounted by the Italians on railway trucks and run up and down the Adriatic, chiefly to prevent the shelling of the coast by Austrian submarines.

When they were defending the Kiauchow territory on the east coast of China, the Germans mounted naval guns of calibers up to 11 inches.

And during World War II, the British took a number of 15-inch guns manufactured originally for the *Vanguard*-class battleships, mounted them on railway cars and kept them ready to fire against a possible German invasion force. In yet another well-known instance, 18-inch naval guns were mounted ashore in defense of Singapore from the sea. Unfortunately, the Japanese attacked from the rear by land and the guns served no purpose.

rails at low angles of elevation. In all cases the firings were conducted from the pit foundation and at ranges near the maximum. There was never any criticism due to the necessity for installation of the pit foundation. Ample material was provided for the construction of as many as 12 pits, and there was always sufficient time to prepare a firing position in advance of the time set for moving up the gun.

In the preparation of a site for firing, the construction cars were brought to the point selected and were used to handle the timbers and steel framework employed in the foundation. The gun car was pushed over the completed foundation, the truck wheels were locked by brakes, and the weight of the car was transferred to the foundation by means of jacks and lifting screws. In this position a traversing gear was installed, which provided for 2½° train on either side of the center line of the foundation.

During action an ammunition car was brought to the rear of the gun car. Ammunition was conveyed to the breech of the gun by a monorail crane in the ammunition car and a shell tray mounted on a track in the gun car. The personnel of each battery was sufficient to insure satisfactory individual operation. In addition to the officers and crew necessary for the operation of the staff train, its complement included medical and engineer officers and a crew detailed to transportation work among the various batteries as circumstances required.

The entire arrangement may be likened to a Navy turret installation for a single gun of the *Mississippi* class, mounted on a railway car in such a manner that it may be transported over railways, and when placed on its foundation, fired repeatedly at elevations from 15° to



43° and with a maximum angle of train of 21½° on either side of the center line of the foundation.

Upon receiving an assignment, the battery commander first ascertained whether the new target could be reached from the position where the gun was already emplaced. If not the gun remained temporarily in the old position and the commander chose the new position from a study of the latest corrected railway map. The new position was then fixed, sometimes on a railway track already in existence, but often on a curved spur or siding built for the purpose.

The gun having been placed in exact position in absolutely correct line of fire by technical means not necessary to describe here, and placed over its new pit, all necessary cars and material were placed in a safe position from a quarter of a mile to a mile behind the firing position and everything carefully covered and camouflaged so as to escape the notice of the enemy aviators, who took photographs of the whole line at least once a month during the war.

Aiming points (prominent marks such as steeples or artificially placed objects) were then fixed near by for calculating purposes and telephonic communication established with the nearest artillery post and the nearest meteorological observation station (sondage station), which sent out broadcasts every half hour in radio code with an exact statement of its height above sea level, the velocity and direction of the wind at different altitudes, and the latest barometrical readings. All these data were collected and kept by an officer, who, if conditions prevented their regular distribution, could make fairly accurate calculations from the reports already received and tabulated.

The more important calculations, such as firing angles, were made by the battery commander himself. Shortly after the arrival of orders to be ready to fire at the new target an airplane arrived and reported to the commander for services as air spotters. This plane contained a pilot and an artillery expert, who were instructed in regard to two matters.

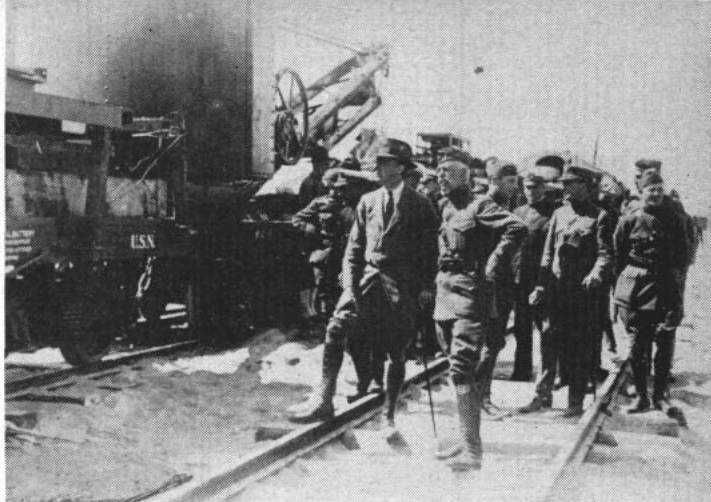
The first was the particular part or section of the target (often an area a mile long) which his corrections of the fall of the shells should refer to in signaling back to the battery commander.

The second was the position of the so-called signal panels (*panneaux*), which were used to signal back to the planes, since these could send but not receive radio messages. These panels were four in number and consisted of white sheets, a large one 9 by 9 meters in area and three others 9 by 3 meters, which were laid at some distance from the gun upon a flat, exposed piece of ground, to windward of the gun, so as not to be obscured by smoke, gas, etc. The officer in charge of the panels was in telephonic communication with the battery commander.

When firing was to begin the airplane proceeded across the enemy lines to ascertain whether the target was visible enough for observation purposes. If so, it returned far enough toward the naval gun to see the panel station. The big sheet's presence meant that all was ready. The pilot then radioed the battery, "Are you ready to fire?"

The answer "Yes" was expressed (on command by phone from the battery) by one of the smaller sheets being spread at an agreed angle next to the large sheet.

The airplane then returned to a position above the



ASSISTANT SECNAV Franklin D. Roosevelt inspects U. S. Naval Railway Batteries while at Montoire.

target to be bombarded and, within a few minutes, sent the signal to fire. The gun then fired three shots in quick succession, the fall of each projectile being observed and noted by the artillery observer, who then made an estimate for correction of aim for all three shots together, not individually, the message being so and so many meters to right or left, or over or short, as the case might be.

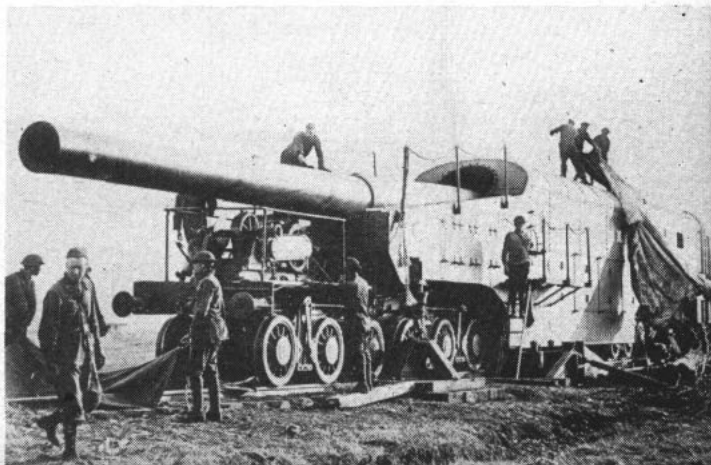
The battery commander then applied the correction to his "spotting map," found out what it equaled in yards (all American measurements being in yards, not meters), worked out the correction, and changed the aim of the gun. While the plane was returning after the first three shots, this correction was made and the gun loaded for the second series of shots.

Unfortunately it was impossible, for many reasons to secure satisfactory airplane observation, only a small proportion of the 782 rounds being fired under such advantageous conditions. The system of spotting by airplane was an excellent one, but atmospheric conditions generally proved unfavorable. The plane had to attain a height of 5,000 or 6,000 yards, which meant that any clouds lying lower prevented vision. Frequently, too, when the weather looked ideal from the ground, with clouds flying high or no clouds at all and plenty of sun, there would be a low-lying mist that prevented spotting from a plane.

The air was also full of all kinds of radio interference, and our planes were of course always actively opposed by the enemy guns and aircraft.

It was generally taken for granted that, when the gun

NAVAL GUN CREW begins job of camouflaging gun battery to avoid detection by enemy aviators.





**NAVAL RAILWAY** battery slowly makes its way across wooden trestle enroute to front lines.

had been aimed in accordance with these calculations, the projectile would fall not farther than 400 yards over or short of the center of the target, or more than 200 yards to one side. The problem was then to distribute the fire so that a large proportion of the shots would land on the region aimed at. The two great drawbacks to accurate firing of large guns at extreme ranges are the error in calculations (in fire control) and the dispersion of the gun itself, by which is meant the dispersion of the shots on the target, even when fired when the gun is in the very same aiming position.

It is apparent, even to the layman, that getting results with this kind of firing "in the dark" is a most difficult thing, which makes still more worthy of admiration the extraordinary accuracy of the fire of our naval batteries in France, as afterwards shown by examination of the targets bombarded.

\* \* \*

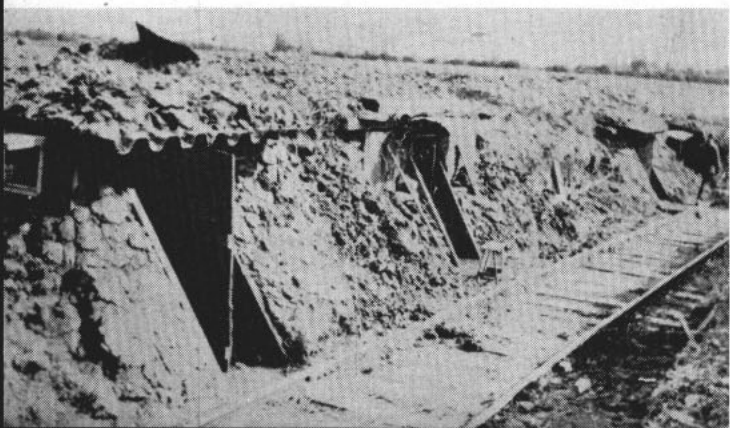
All calculations for this fire control were made in a control station which generally was either in a dugout, if one was convenient, or in an unused house or a simple wooden booth constructed and set up in the field one or two hundred yards from the gun.

On occasions it was very convenient to use an old railway car as a battery control station. Duplicate telephone lines ran to the gun. There was a telephone operator alongside the gun in a very small wooden booth. This was located as close as possible to the sight.

Elevations and aiming angles were repeated back as a check. The gun layer wrote them down in chalk in large numbers on the side of the mount as he heard them repeated back to the battery control station. The telephone operator would watch to see that they were properly written, and correct them if they were not. Other telephone lines ran to the gun train, which was perhaps half a mile away, and connected up with the lines running to artillery headquarters.

The spotting plane was communicated with in three ways, (1) by radio, (2) by laying out the large "panels"

**DUGOUTS** were for crew of unique Railway Navy. They were used primarily for fire control.



on the ground, and (3) by searchlight signals.

It was usually most convenient to have the radio operator in the control station so that as he got the spotting correction from the plane, one could look over his shoulder and see him write it down. In positions in the woods where the antennae could not be set up among the trees, it was necessary to have him in the open and communicate by telephone.

Wherever the ground was sufficiently clear to permit it, the panel squad operated out in front of the control station so that the word could be passed to them direct and their work seen. Quite often, however, the panel squad also had to be at a distance, as for instance, on the side of a hill where their signals would be more visible. In this case they were connected with the battery-control station by telephone, their telephone operator being sheltered by a small wooden booth in the field.

The searchlight signals were operated by French personnel, who brought their searchlight with them on an automobile. The motor of the automobile generated the power. The searchlight was kept sighted toward the spotting plane and signals were flashed to it. Usually the searchlight car was put near the battery-control station, but it was not always a good idea, as the generator might interfere with the wireless receiving meteorological reports.

When several guns were to be fired at once, each would have its own battery-control station, and the officer controlling the group of guns would have a station communicating with all the battery-control stations. In this he would work out ballistic corrections and give spotting corrections, etc., which the different battery control individual stations converted into terms of their own aiming angles and gun elevations.

As a matter of fact, the wireless was the only one of these three methods worth much. Signal panels on the ground could not be seen unless the plane came a long way back to look at them. The same was true of the searchlights. Both searchlights and panels were methods previously developed for spotting at much shorter ranges where the plane, from its position over the target, could simply look back and see the signals. But in firing at 35,000 or 40,000 yards conditions were quite different, and these two methods of signaling were important only as auxiliaries in case the wireless broke down.

During the months of September and October and on into November until the Germans sued for an armistice, the Navy rail-borne siege guns did yeoman work. Shuttling up and down the lines behind the Allied lines, the big guns with their long supply train dragging along behind made an odd sight.

The favorite target, as might be expected, was the enemy's rail yards and important junctions, the idea being to impede as much as possible the progress of the retreating German armies.

Even without much aerial observation to guide them, the American gunners had startling success. One 14-inch shell (it was discovered later), had wrecked a three-track rail line, blasting out a gap 100-feet wide, tearing up the rails, shattering ties—and stopping traffic. A freight train on a siding was struck and the cars lifted off the tracks and tossed 30 feet. A motion picture house was struck, completely demolishing the structure.

The real function of the naval batteries was a peculiar and a deliberate one. It was principally to fire at freight



yards and railway centers far behind the lines. The fire was usually withheld until several hours after an Infantry attack, which was usually about daybreak. If the guns had fired at the beginning of the offensive they would have shown the enemy the lines of communication covered, and he would have routed his trains another way round. It was therefore obviously wiser to wait until his reserves and ammunition cars were being rushed up to support his troops, and then bombard the railway centers at a moment when they were most crowded. Thus heavy, long-range batteries do not work in a haphazard or continuous way, but at the proper tactical moment. Firing between times, "for good measure," is not simply wasteful, but it is calculated to help the enemy, and may at times prove disastrous. It had therefore to be prohibited. Naturally it was difficult at first for the personnel to appreciate the higher wisdom of this. The fact that it took a couple of days to dig the pit and make our 14-inch railway guns ready for firing, was not at all the handicap which it was expected at first it might be. All particulars of the target were in general known perhaps a week in advance. Everything could be worked out ahead of time in utmost detail and arranged in the most convenient form, so that during actual firing there was nothing to deal with except spotting corrections.

The following notes taken by the yeoman for Rear Admiral Charles P. Plunket, USN, the commanding officer of the U.S. Naval Railway Batteries in France, gives some first-hand observations of the effect and accuracy of the firing:

An examination of the various targets fired upon by these 14-inch guns, after the Germans evacuated, has disclosed that the damage wrought by these weapons of destruction was terrible and their accuracy marvelous. From an interrogation also of Russians and other prisoners recently released by Germany, after cessation of hostilities, we are informed that the morale effect of our guns on the Germans was far greater than that which the "Big Bertha" had on the French, and, furthermore, that the Germans were in great awe of and, in fact, regarded with fear and superstition shells the size of a box car sounding like an express train coming through the air, which landed with fearful havoc so far behind the lines that it was inconceivable to them how a gun could be built that could hurl them such a distance. Also, from the mobility of the guns, they were led to believe that the Allies had hundreds of these guns with which they were destroying their vital supply railroads and main lines of communication.

An interesting phenomenon was noticed in a 10-acre turnip field far behind the lines. A projectile landing in the middle of the field uprooted practically every turnip in the lot, leaving them clear of earth.

At Laon, where Battery No. 1 fired many rounds, the French inhabitants who remained after the Germans



**CREW takes brief rest before loading 14-inch shells on ammunition car at Thierville, France.**

evacuated stated that one shell landed in a German cinema while a moving picture was going on. All that could be found of 40 of the Germans who were present was their identification tags, while the balance, 60, were all terribly mangled. There was of course, nothing left of the cinema.

Also, in the same town one projectile landed on a supply train in motion, derailing it and lifting a couple of box-cars up bodily and depositing one of them on the storehouse platform near by, smashing both cars.

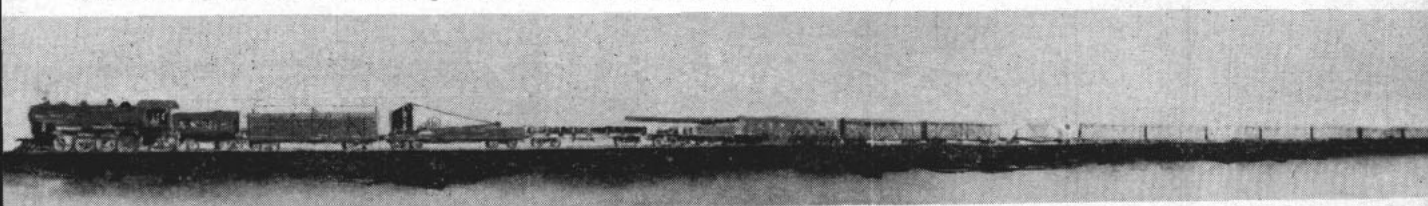
Another shell landed in Montmedy, right in Gen. Gallowitz's headquarters, across from the staff headquarters of the German crown prince. Needless to say, their quarters were immediately removed.

The Navy railroaders were often under fire themselves, sometimes from enemy aircraft, other times from shellfire. On October 5th, one shell burst directly over Battery No. 1 and several others nearby but the side-plates of the gun carriage successfully prevented serious damage or any casualties. On October 28th, for example, three men of Battery 4 were wounded by shellfire, one man later dying of his wounds. On October 30th, three American engineers working on the track were killed and the headquarters car and one berthing car of the same battery were derailed.

Although the batteries fired a total of 782 rounds and were under enemy fire repeatedly, there was no material damage to any guns or equipment. Since other artillery could take care of objectives at shorter ranges, the naval guns were used entirely for strategical shelling long-range, taking under fire the objectives the smaller pieces couldn't reach.

One of the most important services rendered, according to General of the Army John J. Pershing himself, was the shelling of the railroad running between Longuyon and Montmedy, the only line except for one running far around to the north, along which the Germans could bring up reinforcements. This shelling, cutting off the enemy's main line of communications in the closing days of the war, left the German no alternative but to surrender or commit his armies to complete disaster.

**COMPLETE NAVAL TRAIN with gun, ammunition, kitchen, construction, crane and berthing cars moves toward front.**



# TAFFRAIL TALK

**E**VER WONDER where the cartoons you see on pages of ALL HANDS come from? It might surprise you to know that the two staff illustrators who create them often do too!

"You know, it's funny," says Draftsman Second Class Jack Wing, USN, looking up from his drawing board, "I couldn't tell you how I get the original idea for more than about one out of every ten of my cartoons. They just come to me . . ."

That, of course, is the secret—getting the idea to "come" to you, then being able to translate the chuckle to paper.

How well the pair of ALL HANDS illustrators, Journalist Third Class Ken Duggan, USN, and Wing, do this is evidenced by the laughs and chuckles that echo across the Atlantic and Pacific.

Actually, such gag manufacturing takes only a small part of the time of the art staff each month. The rest of the daylight hours are spent turning out charts, layouts and the unique illustrative jobs that spice up the pages of ALL HANDS and explain visually the written word. They also have the job of retouching photographs, and preparing art material with complete instructions for the printer.

In addition to handling the art work for ALL HANDS, the illustration staff also does required illustrative work for *The Naval Reservist*, *Navy Chaplain's Bulletin* and special BuPers projects like the current series of animated Navy Sing films.

Incidentally, it might be well to note here that the pages of ALL HANDS are always open for cartoon contributions from the Fleet. All entries should show the lighter side of Navy life, should be done in a professional manner and should be in good taste. Many excellent cartoons have come from the Fleet.



ARTISTS Jack Wing, DM2, USN (ctr) and Ken Duggan, JO3, USN, get data from CHGUN C. E. Heineman, USN (Ret.), at the Truxtun-Decatur Naval Museum.

ALL HANDS went alongside USS *Los Angeles* (CA 135) for a transfer-at-sea operation. Coming over by highline to our staff was First Class Journalist Barney Baugh. Barney had three-and-a-half years in the "L. A." and we expect to hear a lot of cruiser stories from now on.

A graduate of Atlanta's Emory University, he majored in journalism, and did a stint on an Atlanta newspaper before deciding to make the Navy his career.

Baugh replaces Chief Dewey, who went out on twenty, but who will continue writing on Navy subjects.

*The All Hands Staff*

## ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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**Distribution:** By Section B-3203 of the Bureau of Navy Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: 'FACE LIFTING'—Sailors on board USS *Mountrail* (APA 213) give their ship a coat of paint. Photo by J. A. Kos, SN, USN.





# **SCRAP CONSCIOUS FIGHTING MEN**



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